

31. *Mint (XIV)*; Increase, £61,800, due to coinage of a larger quantity of silver than was anticipated, and to a gain arising out of a greater quantity of copper passing into circulation than was expected at the time the Budget was framed. *Post Office, Telegraph, and Mint.*

32. *Law and Justice (XV)*; Decrease, £53,800, being mainly due to diminished receipts from the sale of jail manufactures, and from Magisterial fees and fines.

33. *Marine (XVII)*; Decrease, £28,000. Of this, £20,000 is due to the falling off in Dockyard services and supplies to other Departments. A reduction of £3,700 is also made in the Burma Estimates, owing to short receipts from sale of vessels and stores, freight, passage, tonnage, &c. Under Bengal a reduction of £5,000 is made owing to short pilotage receipts, arising from the slackness of trade. *Receipts by Civil Departments.*

34. *Scientific and other Minor Departments (XX)*. The increase is £12,100; it is general and represents larger receipts than originally anticipated under Botanical gardens, experimental farms, sales of cinchona, and the other remaining subordinate heads of revenue.

35. *Interest (XXI)*; Increase, £47,300. Of this £23,100 occurs in England and £24,200 in India. The increase in England is due to the temporary investment at favourable rates of the surplus cash balances owing to the loan of three millions which was issued in May 1884 not being required for the discharge of debentures till August. The increase in India is due to interest on over-drawals of capital by guaranteed railways.

36. *Miscellaneous (XXIV)*; Increase, £63,300. This is always an uncertain figure, and the above increase is mainly due to the receipts from lapsed deposits being expected to reach a higher figure than was foreseen in the Budget. *Miscellaneous.*

37. *State Railways, Gross earnings (XXV)*; Decrease, exclusive of the East Indian Railway, £7,300. This is the net result of a series of figures of which the chief are, an increase of £10,000 in the Burma State Railways, £10,000 in the Eastern Bengal State Railway, and £97,500 in the Indus Valley State Railway, against a decrease of £47,500 in the Rajputana-Malwa Railway, £7,500 in the Nagpore and Chhatisgarh State Railway, £23,500 in the Northern Bengal State Railway, and £22,600 in the Calcutta and South-Eastern State Railway. The increase in Burma is due to additional mileage opened on the Sittang Railway, on which the receipts also have proved better than was expected. On the Eastern Bengal State Railway the improvement is due to the following causes. After the preparation of the original estimate it was resolved to amalgamate the Calcutta and South-Eastern State Railway and the Poradaha-Damukdia Section of the Northern Bengal State Railway with the Eastern Bengal State Railway; the figures of the Revised Estimates, therefore, represent the transactions of the combined undertakings. This estimate also includes a special credit of £29,500 on account of the estimated share of the assets of the Fire Insurance and Flotilla Reserve fund of the late Eastern Bengal Guaranteed Railway, credited to the Imperial Government. The increase in the Indus Valley State Railway is owing to the development of the wheat and seed traffic on that line. With regard to the decreases, that of the Rajputana Railway is due to loss of traffic in consequence of breaches on the line and on the Bombay, Baroda, and Central India Railway during the monsoon; to slackness of the wheat trade; and to a reduction of the rate of charge against the Rewari-Ferozepore State Railway for hire of rolling-stock. The decrease on the Nagpore-Chhatisgarh Railway is ascribed chiefly to the slackness of the grain market, and to reduction in the rates for carriage of grain and salt. The decrease in the Northern Bengal State Railway is due to the transfer of the Poradaha Section of the line, as already explained, and to the reduction of the charge levied for crossing the Ganges on the opening of the extension of the

same section to the new Ghat at Golabnagar. The decrease in the Calcutta and South-Eastern State Railway is due to its amalgamation with the Eastern Bengal State Railway from the 1st July 1884, and while the Revised Estimate represents receipts only up to the 30th June, the Budget Estimate of 1884-85 was based on a whole year's transactions. On the East Indian Railway there is a decrease of £580,000. This formidable decrease is due to the stagnation in the wheat trade which has formed the subject of preceding remarks.

38. *Guaranteed Railways, Net traffic receipts (XXVI)*; Decrease, £239,000. This is the net outcome of the following figures:—

	Increase.	Decrease.
	£	£
(1) Eastern Bengal Railway . . . . .	...	73,000
(2) Madras Railway . . . . .	45,000	...
(3) South Indian Railway . . . . .	...	6,000
(4) Bombay, Baroda, and Central India Railway . . . . .	...	10,000
(5) Great Indian Peninsula Railway . . . . .	...	30,000
(6) Oudh and Rohilkund Railway . . . . .	...	75,000
(7) Sindh, Punjab, and Delhi Railway . . . . .	...	90,000

(1) *Eastern Bengal Railway*.—The figures are for the three months April to June 1884-85, the line having been taken over by Government from 1st July. The decrease on the Budget resulted from a decline in traffic, and from heavy outlay in excess of Budget provision on establishment and other charges, found necessary in connection with closing the Company's accounts and transactions.

(2) *Madras Railway*.—The improvement is due to the traffic being fairly good, and to an expected reduction of £25,000 on account of expenses.

(3) *South Indian Railway*.—Disastrous floods along this line caused several breaks in it, and interrupted the traffic for a comparatively long period. The disappointment of Budget expectations is due to these causes.

(4) *Bombay, Baroda, and Central India Railway*.—Breaks in the line during the last monsoon have brought about a reduction compared with the Budget Estimate.

(5) *Great Indian Peninsula Railway*.—The decrease is due to the Budget provision for expenses being insufficient by £50,000.

(6) *Oudh and Rohilkund Railway*.—The traffic not having proved as good as it was expected it would prove, combined with the circumstance of the line being extended at a later date than was anticipated, has resulted in the Revised Estimates taking a lower figure than the Budget of 1884-85.

(7) *Sindh, Punjab, and Delhi Railway*.—The Revised Estimate of receipts is £80,000 worse than the Original Estimate of the year. The goods traffic fell off considerably from June to September 1884, owing chiefly to the low price of wheat in Europe. Of the decrease of £80,000 the major part of £50,000 is, however, nominal, and is thus explainable—

1st,—£30,000 is due to a change in the system of accounting for receipts and charges on account of mileage and demurrage by which the *net result* is now shewn on the receipt or charge side of the Account, as the case may be, instead of the gross amounts being shewn on both sides of the Account, as formerly.

2nd,—£15,000 is due to a reduction in the rates for carriage of revenue stores. These changes have led to a corresponding reduction in charges. In the Revised Estimate of expenses £10,000 in excess of the Budget Estimate of 1884-85 have had to be provided to meet the cost of carrying out extensive renewals of permanent way and carriage and wagon stock. These renewals are expected to cost over £80,000, and but for this special and unforeseen expenditure

there would have been a satisfactory reduction over and above the nominal reduction due to the change in system already referred to.

39. *Irrigation and Navigation (direct receipts) (XXVII)*; Increase £105,500. Compared with the Original Estimate the Revised shews an improvement of £105,500, being the net result of the following differences:—

	Increase. £	Decrease. £
Bengal . . . . .	...	5,000
N.-W. P. and Oudh . . . . .	76,400	...
Punjab . . . . .	36,100	...
Madras . . . . .	...	2,300
Bombay . . . . .	300	...

The decrease in Bengal is ascribable to a falling off in the water-rates and Navigation receipts on the Orissa and Midnapur Canals. The increase in the N.-W. P. and Oudh is due to the exceptionally favourable rabbi season of 1883-84 and a good kharif season in 1884-85.

In the case of the Punjab the increase represents the net balance of an increase on the Western Jumna Canal, and of a falling off on the Bari Doab and Sirhind Canal. The increase on the Western Jumna Canal is due to the area of irrigation being increased because of scanty rainfall during the rabbi season of 1883-84, and the early part of the kharif season of 1884; while the falling off on the Bari Doab and Sirhind Canals is the result of irrigation being less than was anticipated. The decrease in Madras is due chiefly to the falling off of Navigation receipts from tolls and license fees. The increase in Bombay is trifling and does not call for any special remarks.

40. *Portion of Land Revenue due to irrigation (XXVIII)*; Increase £13,600: being the net outcome of figures in which the only notable increase is £16,600 in Madras, caused first by the completed channels of the Sangam Anicut project having been brought into operation for the first time, during the year; secondly, to the extension of irrigation in the Godavery and Kistna Delta systems; and thirdly, to the rate of calculation of charges in the Civil Department having been reduced from 7·2 to 5 per cent.

41. *State Railways (XXIX)*; Increase £38,200: mainly due to £17,500 Receipts on account of Public Works not classed as Productive. under the Rewari-Ferozepore State Railway, arising from the extension of the line to Ferozepore, and to the fact of the Fazilka branch having been opened earlier than was expected; and to £22,500 on the Sind-Peshin State Railway, due to the conveyance of labourers and large quantities of material for the northern section of this line, formerly known as the Candahar State Railway.

42. *Southern Mahratta Railway (XXX)*; Increase £32,500, due to an extension of traffic.

43. *Interest on Ordinary Debt*; (1) Increase, £241,100. Of this increase Expenditure. £199,400 occurs in England, and is due chiefly to the payment of £184,200 on Interest. account of discount on the issue in 1884-85 of India 3 per cent. stock of 3 millions, and to the charge for interest on this loan (estimated at £67,500 in 1884-85). On the other hand, there is (1) a decrease of £31,500 in interest on Debentures, owing to £5,000,000 only having been renewed instead of £6,906,500, as provided in the original estimate; (2) a decrease of £15,000 on temporary loans; and a decrease of £4,000 in the payments of outstanding dividends. The small difference under India calls for no special remark.

44. *Opium (6)*; Increase, £593,600. This occurs principally in Bengal, Direct demands on the Revenue. and is due to the exceptionally large crop of 1883-84. Explanation has already been given in the body of the Statement in regard to this increase.



45. *Salt* (7); Decrease £62,100. The saving is due to a reduction in salary, establishment and contingent charges, and in charges for manufacture, purchase, and freight. In Madras the gradual supersession of the monopoly by the Excise system has also resulted in diminished expenditure. In Bombay the saving occurs chiefly in the salt establishment for Portuguese India.

46. *Provincial Rates* (10); Increase £58,400. This arises almost wholly in the Punjab, and is due to the transfer from "5. Land Revenue" to this head of the charges debitable to the Patwaris Fees Fund.

Post Office, Telegraph, and Mint.

47. *Telegraph* (16); Decrease £33,500. The saving occurs in the Indian Telegraph Department, and is due chiefly to restricted outlay on works, and to savings in establishments.

48. *Law and Justice* (19); Decrease £84,900. The decrease occurs in almost all the provinces, and is due principally to cheapness of grain and to limited expenditure on jail manufactures followed by diminished receipts.

Salaries and Expenses of Civil Departments.

49. *Police* (20); Increase £11,900. The Central Provinces, Burma, and Madras shew a saving. The other provinces provide for small increases to meet the growing requirements of the Department. The decrease in the Central Provinces amounts to £17,000, and is chiefly due to the revised scale of salaries sanctioned in re-organising the Police establishment not having been introduced as early as was expected.

50. *Marine* (21); Decrease £29,700. This is made up of decreases in India and increase in England. The decrease in India amounts to £42,700 and occurs chiefly in expenditure on account of dockyard services and supplies, followed by diminished receipts. The increase in England is due to charges on account of repairs of the steamer "Tenasserim."

51. *Education* (22); Decrease £26,400. This occurs in small amounts in almost all the provinces, and is due to excessive provision in the original estimate.

52. *Political* (25); Increase £167,800. The increase is mainly due to the following items:—

	£
Arrear payment of Amir's subsidy . . . . .	29,800
Afghan Delimitation Commission . . . . .	120,000

Miscellaneous Civil Charges.

53. *Territorial and Political Pensions* (27); Decrease £26,600. The variations occur in small amounts in all the provinces except the North-Western Provinces and Oudh, where there is a decrease of £10,000 due to the original estimate of the year having been taken at too high a figure.

54. *Stationery and Printing* (30); Decrease £37,100. The charges under this head are expected to fall short of the amount they were originally expected to reach, by £37,100. Of this amount a saving of £14,300 occurs in India, the saving under England being £22,800. In England the saving is due to less outlay on stores.

Famine Relief and Insurance.

55. *Famine Relief* (32); Increase £12,000. This figure is thus distributed—

	£
Bengal . . . . .	5,000
Madras . . . . .	2,000
Bombay . . . . .	5,000
	<hr/>
	12,000

No provision was made in the original estimates. But in Bengal, the prevalence of scarcity in the western districts; in Madras, devastating floods in South Arcot and some of the southern districts; and in Bombay expected distress in the Kaladgi district, render the small assignments made, necessary.



56. *Protective Works, Railways* (33); Decrease, £240,500. The decrease is due to the refund to the Government of the North-Western Provinces and Oudh of the contribution of £250,000 made from Provincial balances towards the construction of the Jhansi-Manickpur Railway, and the consequent curtailment of expenditure to that extent.

57. *Protective Works, Irrigation* (34); Decrease £39,500. This figure is made up thus:—

	£
Bengal, Increase . . . . .	40,000
India (General and Political) Decrease . . . . .	55,200
Madras ditto . . . . .	7,200
Bombay ditto . . . . .	17,100
Net . . . . .	39,500

The increase under Bengal is due to an additional grant sanctioned during the year for expenditure on the Orissa Coast Canal. The decrease under India (General and Political) represents the unutilised portion of the reserve held by the Department of Public Works to meet any applications for additional grants that might be made during the course of the year. The decrease in Madras is due to slow progress of work, for want of labour, on the Rushikulya project. The decrease in Bombay is due to short expenditure on the Nira Canal and the Mhaswad Tank, owing partly to the scarcity of labour and partly to the question of the waste weir of the Mhaswad Tank remaining unsettled till late in the year.

58. *Reduction of Debt* (35); Increase, £18,000. This is due to a re-adjustment of the grants under the several heads subordinate to the major head "Famine Relief and Insurance" in order to make up the total grant to £1,500,000.

59. *State Railways (working expenses)* (36); Increase, £33,600. The increase is due to the following causes: in the Rajputana-Malwa State Railway to the heavy renewals, to repairing the breaches on the line, and to charges now made under contract with the Bombay Baroda and Central India Railway for working this line; in the Nagpur-Chatisgarh Railway, to heavy expenditure incurred in repairing flood damages; in the Burma State Railways, to the transfer to the Revenue Account of the maintenance charges of the new lengths of the Sittang Valley Railway originally included in the Capital Accounts, in the Tirhoot State Railway, to extensive renewals of sleepers and permanent-way; in the Northern Bengal State Railway to extensive renewals of sleepers and ballast and repairs of vessels. There is, however, a large decrease of £17,500 in the working expenses of the Indus Valley State Railway owing to a reduction in the expenditure of the Locomotive Department chiefly under fuel.

60. *East Indian Railway (Working expenses)*; Decrease, £161,200:—

	£
Working expenses . . . . .	120,000
Surplus profits, and contribution to the provident fund . . . . .	41,200
TOTAL . . . . .	161,200

The reduction in the working expenses is due to reduced traffic and to a curtailment of outlay on renewals, &c., and that in surplus profits to a reduction in the net profits of the line.

61. *Guaranteed Railways (Surplus profits, Land and Supervision)* (37); Decrease, £34,900. The decrease occurs principally in Bombay and Bengal (£10,800) owing to a larger credit expected from the Southern Mahratta Railway

Company on account of Supervision, and £13,600 to the payment of surplus profits, as the Eastern Bengal Railway did not earn a surplus during the half-year ending 30th June 1884.

62. *Irrigation and Navigation; working expenses (38)*; Increase £19,700. This occurs as follows:—

	£	£
Imperial Decrease . . . . .	5,100	
Provincial Increase . . . . .	24,800	
Net increase . . . . .		19,700

The decrease under Imperial is the net result of savings in establishment charges in the Punjab and increases in Madras, where additional expenditure has been incurred for repairing the flood damages on the Godavary and the Cauvery Delta systems.

The increase under Provincial occurs principally in the North-Western Provinces and Oudh, where additional outlay has been necessary for repairing the damages done by heavy floods to the Nadrai Aqueduct on the Lower Ganges Canal.

63. *Charges in respect of Capital (39)*; (a) Interest on debt. Increase £10,400. The increase here is chiefly due to provision on account of interest on the debentures and debenture stock of the Eastern Bengal Railway.

(b) *Annuities in purchase of Guaranteed Railways (including Sinking Funds.)*—Decrease £34,500. This decrease is nominal, as it is due to the issue of India Stock in redemption of a further portion of the Annuity of the East Indian Railway not provided for in the original estimate, and to change in the date of the payment of the Annuity of the Eastern Bengal Railway.

(c) *Guaranteed Railways Interest.*—Decrease, £17,800. This occurs in England, and is due to capital subscribed not having been paid up as early as was expected.

*Expenditure on  
Public Works not  
classed as Productive.*

64. *State Railways (Capital Account) (40)*; Increase, £24,400. This is composed of a decrease of £17,500 under Imperial, and of an increase of £41,950 under Provincial. The saving in Imperial is due to transfer of grant from this head to "43. Frontier Railways" to meet outlay on the Northern Section of the Punjab Northern State Railway. The excess under Provincial is due to transfers sanctioned during the year from "46. Civil Buildings, Roads and Services," to this head.

65. *Southern Mahratta Railway (42)*. The increase is £58,800, of which £27,800 falls under interest payments and £31,000 under working expenses.

66. *Frontier Railways (43)*; Increase £211,700. During the year additional grants amounting to £450,000 and transfers from other grants were sanctioned for the vigorous prosecution of these Railways. From the consolidated grant thus arrived at a portion has been transferred to "Expenditure on Productive Public Works, Capital Account."

67. *Irrigation and Navigation (44)*; Increase £29,900. This occurs principally in the Provincial Section of the estimates, and is due to additional grants having been sanctioned by the Chief Commissioner of British Burma, and by the Government of Madras during the year.

68. *Military Works (45)*; Increase £50,400. The increase is chiefly due to additional grants sanctioned for the Aden defences, and to the refund of an excess payment on account of the Army Head Quarter Offices, Simla.

69. *Civil Buildings, Roads and Service (46)*; Increase £103,700. The increase occurs in all the provinces in the Provincial section of the estimates, and is due to additional grants sanctioned during the year.

70. *Army*.—Decrease £128,400. The gross Budget figures were *Army services.* £16,098,600. The Revised Estimate is £15,970,200. The decrease is £128,400. This is due in part to the actual strength of British troops having been below the established strength; to the withdrawal, early in the season, of two regiments of British infantry for service in Egypt, in anticipation of their transfer to England in the ordinary course of relief; to favourable prices; to continued savings in medical supplies and services; and to reduced charges for railway and other transport, the estimate for which was too high. On the other hand the Zhob Valley expedition is estimated to cost £60,000.

71. *Exchange on transactions with London (49).* The amount provided in the Revised Estimate of 1884-85 is below that assigned in the Budget Estimate of 1884-85 by £285,200. The following table compares the original and present figures. The + entries represent gain, and the — entries loss by exchange:—

	Budget, 1884-85.	Revised, 1884-85.
	£	£
Secretary of State's Bills . . . . .	—3,807,700	—3,337,100
Advances for Suakim Expedition . . . . .	...	—75,000
Hong-Kong Bills . . . . .	—30,000	—50,600
Guaranteed Railways . . . . .	+147,200	+150,200
East Indian Railway . . . . .	+135,100	+98,100
Rajputana-Malwa Railway . . . . .	...	+16,800
Southern Mahratta Railway . . . . .	—93,000	—136,700
Military, Public Works, and Civil . . . . .	+110,300	+81,400
TOTAL	—3,538,100	—3,252,900

The reduction of exchange under the Secretary of State's Bills is due to the following cause. When the Budget of 1884-85 was framed, the Secretary of State fixed his drawings at £16,500,000 true sterling, the rate of exchange adopted being 1s. 7½d. the rupee. During the course of the year, however, owing to an unexpected receipt of £1,704,400 on account of capital of Southern Mahratta Railway, and owing to the expected recovery of £325,000 true sterling on account of advances now being made in India towards the Suakim expedition, as well as to other causes, the Secretary of State has been able to relieve his drawings on India by £2,704,700. The present estimate of Council Bill drawings is £13,795,300 true sterling, and the rate of exchange at which these drawings have been taken is 1s. 7¾d. The provision on account of advances towards the Egyptian expedition is the exchange at 1s. 7½d. the rupee on the expected recovery in England of 40 lakhs of rupees advanced from the Indian treasuries.

#### Budget Estimates, 1885-86.

72. The Budget Estimate for 1885-86 is as follows:—

	£
Revenue . . . . .	72,090,400
Expenditure . . . . .	71,582,300
Surplus . . . . .	508,100

The surplus presented for 1885-86 is, it will be seen, £508,100. To estimate, however, the real significance of this surplus attention must be directed to two points, which are material to a proper comprehension of the significance of the figures here presented.



In paragraph 58 of his Financial Statement for 1880-81, Sir John Strachey spoke as follows:—

"When the serious character of the financial obligations of the State in times of famine had been recognised, it became the duty of the Government of India to make sure that the public resources were adequate to meet the fresh strain imposed upon them. Upon careful enquiry we came to the conclusion that we must contemplate a liability from famine amounting, in loss of revenue and actual expenditure, to, on an average, £15,000,000 in ten years. It was clear that this liability must be included among our ordinary obligations, and that it would have been a fatal error to go on increasing the public debt to meet charges which must periodically occur. To enable us to discharge the liability thus estimated, we determined to aim constantly at a surplus of £1,500,000, supplemented by a further surplus of £500,000 to provide for extraordinary and abnormal demands other than famine, as, for example—to name the most serious of such demands—for war."

Remarks on the nature of the surplus above exhibited.

Happily the most serious of such demands has not been made upon us, but in connection with our military position in India we decided, in the course of last year, to improve our communications, whether by railway or by road, upon our North-Western frontier; and, with the concurrence of the Secretary of State, we have determined to devote annually to capital expenditure a certain amount from our revenues until such time as our railway communications are completed. This year we have so devoted in all, inclusive of £85,000 for harbour defences, a sum of £585,000, besides an addition of £100,000 to the ordinary grant for roads, to be expended on certain frontier roads. This sum we may claim to look upon as equivalent, in its nature, to the surplus indicated in Sir John Strachey's remarks as desirable to have at our disposal for extraordinary and abnormal purposes such as those to which this sum is to be now applied. I mention this here, as it were *in limine*, because otherwise, in exhibiting the estimated surplus, the nature of our proposed transactions during the ensuing year may be misunderstood, and the conclusion may be formed that our revenues have been confined to normal expenditure unconnected with capital charges, such as those I am describing. It appears to me a matter for very great satisfaction that we have been enabled to devote a portion of our revenues to the execution of the policy indicated in the paragraph I have above quoted. All difficulties notwithstanding, we have been enabled to look to our revenue resources to meet demands which are extraordinary and abnormal, and to enable us to devote to them funds which were designed especially for emergencies of this nature. I shall enter presently more into detail on this matter, for it is closely connected with the main feature of the year which I am about to explain; but, for the reasons I have given, I deem it necessary to place these remarks in juxtaposition, as it were, to the balance above indicated. The second point to which attention must be directed is that, if we are to exclude from our surplus the grant from revenue for capital purposes, the surplus actually exhibited does not arise from an increase of revenue over expenditure; but from the fact that our expenditure, so far as it is effected in pounds sterling in England by means of sums made available there to the Secretary of State, is not represented at its exchange value in our accounts. In other words, the loss by exchange on £2,225,000 sterling is not entered in the accounts presented with these statements; and as that figure amounts to £585,000, by this amount are we, in effect, understating what should be regarded as our liabilities of expenditure. If we include on the one hand £585,000, the grant for railways and certain harbour defences, being capital expenditure, in our revenue expenditure, and exclude £585,000 from our surplus as representing the unexhibited loss on exchange, we arrive at about an equilibrium of revenue and expenditure. This much premised, I may go on to examine the nature of the provisions for the coming year.

73. The main features of the coming year are four : *first*, that it will give an effect, in the Budget, to the measures recommended, at the instance of the Government of India, by the Parliamentary Committee, for the construction of railways, with such further development as the circumstances of the time render imperative. *Secondly*, that it compels us, owing to the temporary stagnation of the wheat and rice trade, to take estimates for our railway and customs receipts at a considerably lower figure than those which in a normal year we should look for. *Thirdly*, that we have been compelled, owing to the fall in the value of silver, to take so low a rate of exchange as 1s. 7d. for our exchange. *Finally*, that we have devoted the sum of £500,000 above mentioned from our revenues for the improvement of our railway communications, besides certain further subsidiary sums for frontier roads and the defences of Aden and of certain harbours in India.

*Four main features of the coming year.*

74. The report of the Parliamentary Committee on Indian Railways has been long since published, and contains a great deal of matter which has no direct bearing upon the financial questions discussed in this Statement. But the Committee have made certain recommendations, which are in part still under the consideration of the Government of India and of the Secretary of State, and which, whatever may be the decision finally arrived at in regard to them, will have a very considerable effect upon our finances. I propose to summarise the recommendations to which I allude, and to point out, so far as can at present be seen, in what direction they will modify the arrangements hitherto existing, and what are the means which we possess to enable us to meet them from our resources. Briefly, the arrangements hitherto existing were these. Railways were divided into two classes, Productive and Protective; capital expenditure on the former, which were of a remunerative character, was from loan; on the latter, which were for protection against famine, and not necessarily remunerative, expenditure was from what is known as the Famine Insurance grant. The annual limit to loan expenditure of all kinds was £2,500,000, fixed by a Parliamentary Committee in 1879, in which was included expenditure on canals; the annual expenditure on Protective lines was £500,000. There was no formally sanctioned programme, whether as to works, or the time within which works were to be executed. These were the arrangements existing when the Parliamentary Committee of 1884 met; it remains to indicate the points on which that Committee proposed modifications. *Firstly*, the Committee recommended that the technical distinction which has been hitherto made between Protective and Productive lines should not be maintained. They proposed, therefore, that railways needed for protection from famine, or for the development of the country, be made as required, whether they be technically considered Protective or Productive. But they were strongly of opinion that the bulk of the lines made should be self-supporting. *Secondly*, they were of opinion that a careful forecast having been made of future requirements for Public Works over a considerable term of years, such a scale of expenditure upon railways should be adopted as could reasonably be maintained. *Thirdly*, they were of opinion that the amount proposed to be spent in railways by the Government of India during the next six years was moderate, and that, looking to the experience of past years and to present prospects there is very fair ground for expecting that an extension of the railway system in India on the scale proposed would have most beneficial effects. *Fourthly*, with regard to the recommendation of the Government of India that interest on the sum of £11,250,000 to be spent on Productive and Protective Railways should be partly provided by hypothecating £200,000 of the annual Famine grant above specified, they were of opinion that any such application of any portion of that grant would be entirely contrary to the purposes for which the fund was created, and they could not

*Railways.*

*The Parliamentary Committee's recommendations.*



concur in this suggestion. *Finally*, while expressing an opinion that the present limit of borrowing fixed by the Committee of 1878-79 at £2,500,000 might safely be enlarged, they thought the full responsibility of deciding upon the amounts to be borrowed from year to year, should rest with the Secretary of State in Council. They wished, in conclusion, most emphatically to endorse the declaration of the Government of India that the proposed extension of railways should not involve additional taxation.

*Effect of their recommendations.*

75. The practical effect of these conclusions will be somewhat as follows. Railways, whether Protective or Productive, whether, that is to say, railways solely designed as safeguards against the effect of famines, or whether partly or in whole projected with the view of opening up or connecting the centres of production or of trade, will alike be charged, so far as is necessary, to loan expenditure. Hitherto the latter only have been so charged, expenditure on Protective railways having been limited to the £500,000 annually available from the Famine Insurance grant, and to such small sums as could be spared from Revenue. The forecast having been made, it will be necessary to provide funds for its execution; but, so far as concerns capitalising from the Famine grant any portion of the funds necessary for payment of interest to the Companies to whom it was proposed to confide, under a guarantee, certain important railways, the proposal must be abandoned, and the sum of £500,000 hitherto spent in construction of Protective railways, will continue to be contributed from Revenue to Capital expenditure. The interest to be paid on account of the new guaranteed railways, therefore, as well as any additional interest to be paid in consequence of extension of the limits of our annual loans, will be furnished from the general resources at the disposal of the Government of India. The resources to which we had hoped to turn to assist us in part in this obligation, have been, so far as they depended on the partial capitalisation of the Famine Insurance grant, denied us; while, on the other hand, the Parliamentary Committee have endorsed the declaration of the Government of India that the development of its railways is not to be carried out at the expense of further taxation. Apart, however, from the scheme of railways which was laid before the Parliamentary Committee, the Government of India has since thought it necessary to propose, and the Secretary of State has approved, the carrying out of a scheme to strengthen our Railway communications on our North-Western frontier, the cost of which, inclusive of the Sibi-Quetta Railway, will amount to not less than £5,200,000. The cost of the railways remaining at the commencement of 1885-86 to be constructed during the ensuing five years by Government as distinct from those which it is desired to make over to Companies, is estimated, inclusive of extra capital for open lines, at about £19,000,000, the total of the two classes of communications thus amounting to £30,250,000.

To assist us in carrying out our proposed increased Railway expenditure, the recommendations of the Parliamentary Committee that the limit of annual loan should be raised above the limit hitherto prescribed, has, of course, received the attention which it deserved, and the matter is still under reference to the Secretary of State, who has not as yet given a final decision as to the amount which, in the discretion left him, he desires to fix. Besides the sum to be so raised by loan, in respect of capital expenditure, which from its magnitude we may put in the first line, we have further, in the second place, the annual grant of £500,000 above alluded to as hitherto devoted from the Famine Insurance Fund to Protective railways; and in the third place, we are desired by the Secretary of State to estimate in our Budget for such available surplus as it may be possible annually to provide. On this point, again, it has been found necessary to make a further reference to the Secretary of State; and it will be sufficient



for the present to say that in the ensuing year the sum of £500,000, as stated in paragraph 74 of this Statement, has been placed at the disposal of the Public Works Department for Railway capital expenditure. As to the liabilities which these three combined sources of expenditure will throw upon our Budget Estimates, we cannot speak with certainty until the decision of the Secretary of State is received, as to the limit within which the annual loan is to be fixed during the term of the execution of the proposed works. Until that sum is known, it is obviously useless to hazard any forecast as to the annual amount which we shall be called upon to set aside on our estimates to meet the interest on our own loans. Then there will be the annual grant of £500,000 to be provided from the Famine Insurance Fund. Next will come an annual grant from our revenues of such amount as they can provide. Finally, there will still remain, in the fourth line, to be met from our revenues, the interest required on the guarantee to be given to the Companies through whose agency it has been proposed to construct certain important lines. The net interest to be so paid has been calculated by the Accountant General, Public Works Department, as follows:—

	£
1st year . . . . .	85,000
2nd " . . . . .	157,500
3rd " . . . . .	210,000
4th " . . . . .	250,000
5th " . . . . .	255,000
6th " . . . . .	160,000

In his evidence before the Parliamentary Committee, Mr. Westland, Comptroller-General of Accounts, whose judgment on matters connected with Indian finance merits the most respectful attention, estimated that the Government of India, after providing for the interest on its own proposed loans and for the projected guarantees, and for the grant from the Famine Insurance Fund, but exclusive of any other regular grants from revenue for capital expenditure, could estimate for a surplus of £480,000 on a safe calculation of the Revenue and Expenditure, and at a low forecast of opium. He left out of his calculation arrangements with the Civil Funds which might be expected to have the immediate effect of relieving the Revenue Account for many years to come of about £200,000 or £250,000, and arrangements for the payment of non-effective charges to the War Office which would relieve the Revenue Account, for a few years at least, of £400,000 or £500,000. Mr. Westland, as above stated, included in his figures the entire reservation (since endorsed by the Parliamentary Committee) of the £1,500,000 Famine Insurance; and he finally explained that the surplus of £480,000 above stated might be reasonably expected to increase by about £414,000 every year; but he added that every farthing fall of exchange cost Government directly about £220,000, so that if exchange were to fall a farthing every year, the annual amount on the present financial position would be reduced from £414,000 to £194,000. It should be remembered, he added, that a fall of exchange tends in itself to increase revenue, presumably by stimulating the export of our Indian produce, and therefore the receipts of our railways.

76. Since Mr. Westland gave his evidence, the estimate of the exchange has fallen, not one, but two farthings, a sum equivalent, at his calculation, to £440,000, or more than the first year's annual increase which he estimated. There has also been added, as above explained, to the original scheme of the Government of India, an estimate of £5,200,000 for frontier railways, necessitating large grants from revenue; so that on the one hand our requirements have considerably increased, while, on the other, the annual estimated increase of surplus has, for the present year, been absorbed. Should exchange remain stationary, and by the revival of trade and the normal expansion of our revenues, should the annual increment

*Effect on Indian revenues of railway proposals subsequent to those submitted to the Parliamentary Committee, and of the fall in exchange.*

of the surplus which in the calculation above referred to was anticipated, be realised, our position at the commencement of the ensuing year will be certainly stronger than at present; but if we are further to obtain the indirect benefit from the late fall of exchange which is shadowed in Mr. Westland's remarks, it will be necessary that the price of wheat should so far rise in Europe as to stimulate a return of activity in the export of our wheat, and in the operations of our railways. Should we, on the other hand, be compelled to take, on our estimates, a lower rate of exchange than 1s. 7d., and should the stagnation of our export and our rice trade continue, the normal surplus indicated in Mr. Westland's calculations, let alone any possible annual increase thereto, will be matter of extreme doubtfulness. The above calculations, moreover, assume that in other respects the administration of the country will call for no considerably greater expenditure than that which at present is regarded as our normal expenditure. How far this assumption may be verified it is at present impossible to conjecture. We have since judged it necessary, for example, to add to our revenue grants for railway and other capital expenditure. To the criticism that will naturally be made that if, in one direction, increased expenditure is forced upon the Government of India, it should seek to restore the balance by economies in other quarters, the answer must be made that, in urging upon the authorities in England the economies resulting from a study of the Report of the Army Commission, the Government of India, though unhappily with but little success, did, in fact, adopt the course above indicated. The reasonableness and the expediency of its recommendations become more evident at a time when, in regard to the very Military estimates which already weigh so heavily on our resources, there are grounds for apprehending fresh demands for further increase. Apart from this, however, it requires perhaps to be again pointed out that under the system of Provincial contracts in which the several provinces have assigned to them for a term fixed charges and corresponding revenue, there are but few branches of expenditure reserved to the Government of India over which it exercises undivided control. It may, in a time of calamity, insist on temporary reductions; but it would be against the whole spirit of its arrangements, if it sought to acquire for itself increased resources during the term of contract at the expense of the revenues assigned to the Provinces, unless in case of pressing necessity. Such as are the sources of expenditure within the Government of India's direct control, they are of a nature which renders reduction peculiarly difficult; as, like the Post Office and the Telegraphs, they grow with the growth of the necessary requirements of the country, or with the extension of our Railway system; or, like the Mint, are almost beyond the power of Government to check, depending as they do on the ebb and flow of the precious metals; or are, finally, as in the case of works of irrigation or Protective Railways, essential to success in that vital struggle against famine and the financial losses which famine entail to which the Government of India is deliberately committed. What I have now said will, I think, be sufficient to shew that while in circumstances such as those which at this moment exist, and in spite of the recent heavy fall in exchange, there may be no reason to apprehend in the immediate future any insufficiency of our resources as estimated on the basis of the reforms introduced by Sir John Strachey and Sir Evelyn Baring, it would be more than hazardous to affirm that, in view of the possibilities threatening us at the commencement of 1885-86, there is at present no cause for anxiety. The Government of India is constantly called upon to entertain projects of various kinds, tending to reduction of taxation. No one is more anxious than I am to equalise the burden of taxation, and especially to lighten it on the classes—unhappily the large majority in this country—to whom taxation, however light, is necessarily onerous; but we are compelled, both from the necessities and the advantages of our position, to take in the whole financial

horizon, and if difficulties present themselves to us which are invisible to a more restricted survey, we can but deplore, while admitting in the abstract the cogency of much that is urged upon us, our inability to meet the views pressed upon our consideration. We have, indeed, during the present year, as in paragraph 2 of my last year's Statement I promised, taken the question of Court-fees into consideration, and we have consulted the several Local Governments as to modification in the Court-fee duties. We are not yet in possession of all their replies, but it is obvious that when, in the course of the ensuing year, we take up the subject for disposal, we shall have to give weight not only to the merits of this particular question, but to its relation to taxation of other kinds. We shall have, moreover, to consider this, and kindred proposals, in their relation to the necessities of our position, should there be reason to apprehend that we may be called upon to provide upon our estimates for considerably reduced assets resulting from further loss by exchange, or for considerably increased expenditure. I can at present in no way indicate what our position on this important point is likely to be; it is one of the objects of this Statement to place before the public the materials for forming such an opinion as can be at present formed, so that it may frame its own conclusions; but I think it will at least be apparent, from what I have said, that when we are simultaneously called upon by one to lower the scale of our Court-fees, by another to abolish the License Tax, by a third to abolish the Export Duties upon rice, we cannot but feel that these representations are made without adequate information as to their probable effect on the budgetary equilibrium of the country. I hope that the remarks which I have recorded above, and those which in the course of this Statement I shall have to make, will in some degree assist the public to understand what are the difficulties which await us in dealing with suggestions for reduction of taxation, or even for such redistribution of taxation as sacrifices on the whole any proportion of the resources now at our command. In the course of the ensuing year the final conclusions to be adopted on the Report of the Parliamentary Committee will have been settled. During the course of 1885-86 it may be expected that on the one hand we shall be in a better position to judge as to the prospects of a return of our hitherto active export trade, and of our position in regard to exchange, and on the other, to estimate the full amount of the liabilities which are likely to be entailed by the prosecution of our Railway schemes, as well as to gauge the pressure of exigencies, the final outcome of which it is not at present possible correctly to estimate.

77. While treating of the subject which has been dealt with in the above remarks, it is desirable that I should add a few words in regard to the financial relations of the Government of India with the several Local Governments and Administrations, as regulated by the terms of the Provincial contracts. It was not to be expected that a series of arrangements based, at the best, on the experience of comparatively few years, and on conditions on the whole so uncertain as those which surround the financial administration of India, should have presented no points to criticism, or offered no unforeseen difficulties. All allowance made, however, it may be confidently stated that the several Provincial contracts which are now entering on the fourth year of their quinquennial term, have proved to be equitable, and to have been founded upon calculations which leave the Governments severally concerned a margin of revenue over expenditure sufficient for their wants. The balances temporarily held by the Local Governments during the Afghan War were repaid them, in the course of the year 1881-82, to the amount of £670,000, as explained in my last Financial Statement. In some cases the existence of these balances has led the local authorities to embark upon a scale of expenditure which, as the balances approached exhaustion, it has been found impossible to maintain; and it is conceivable that the

*Financial relations  
of the Government  
of India with the  
Provincial Gov-  
ernments and  
Administrations.*



Provincial finances would have been, on the whole, conducted with greater economy had there not occurred to them this windfall, bringing with it almost inevitably an inducement to increased expenditure in view of the various wants and necessities which never fail to be urged on the several Governments and Administrations. It was mainly with the object of guarding against the possible effects of too sanguine a view of its resources, which the existence of these balances was likely to encourage, that the Government of India, under instructions from the Secretary of State, fixed the minimum of balances for each province indicated in paragraph 109 of last year's Financial Statement. This element of risk notwithstanding, however, the system inaugurated by Lord Mayo, which has now fully taken root and become part of our system of local administration in India, has continued during the last three years to work greatly to the advantage of the several Governments who share in it. Friction has been reduced to a minimum; and if, as was inevitable, questions have from time to time arisen regarding the amount of assistance to be afforded by the Government of India to this or that Local Government in regard to some particular project or some reform involving an increased outlay of funds, they have given evidence of the existence of a spirit of mutual concession, which is in marked contrast to the relations existing in former times between the Supreme and the Provincial Governments under the centralised system of finance. In a few instances the Government of India, in view of its inability to concede all the assistance asked for, or to approve of the reduction of the balances to a sum lower than the amount settled in 1883, has found itself compelled, however reluctantly, to desire that the scale of expenditure should be reduced below the limits which in the opinion of the Local Government or Administration, although inconsistent with the maintenance of its balances, were advisable; or although not wholly refusing to contribute from our own resources to the urgent necessities placed before us, we have been unable to assent to the arguments presented for our consideration,—arguments having for their object such addition to the revenues placed at the disposal of the local authorities as must virtually have led to a revision of the terms of the contract into which, on behalf of their administration, they had entered. The considerations which I have exposed in the preceding pages will, I think, be held to have justified the rule of conduct adopted in these circumstances by the Government of India. They will show that if local authorities find themselves pressed occasionally to meet the expenditure which, in their reasonable desire for improvement, they consider essential, the Government of India has also burdens of its own to bear, which compel it to insist jealously on the maintenance of the relations into which it has entered with them, and which forbid it, even were such a course desirable, to entertain proposals having for their aim a review or revision of the arrangements completed in 1882-83. Nothing can be more true than what my predecessor in his Financial Statement for 1883-84 wrote—

“The contracts have not been made in any illiberal spirit. . . . Under these circumstances the Provincial Government must look solely to the gradual development of their own resources, and to economy in their own administration, to provide whatever further funds may be required for services classed as Provincial. . . . It may be, and probably is, the case that in almost every Province of India the funds available are not commensurate with the work which sooner or later will require to be done. This is the normal condition of a country whose necessities are great, while the tax-paying power of its population is small. Under these circumstances, progress in many directions will possibly be comparatively slow; and it is inevitable, under all the conditions of Indian Government, that it should be slow. But what I particularly wish to point out is that the Government of India cannot at present make any further grants from Imperial funds in order to ensure more rapid progress. Indeed in some respects it may be said that the Provincial Governments are in a better position to provide whatever funds may be required than is the case with the

Imperial Government. For the reasons which I have already given an element of stability is imported into Provincial Finance which Imperial Finance cannot at present possess. Not only do the three\* points to which I have alluded constitute dangers which are wholly borne by the Imperial Government of India—not only does the fourth danger (famine) materially affect Imperial as well as Provincial Finance, but if any further fiscal reforms are to be made—and there are several which it would be very desirable to make—any loss of money which may accrue from their execution must be borne by the Imperial Treasury.

78. In the economies which the Government of India is itself compelled to exercise will be found, in fact, the justification of its insistence on an economical administration elsewhere; while the uncertainty to which its own sources of supply are subject, no less than its liability to be called upon at one and the same time for increased expenditure in various different directions, compel it to entertain with the utmost reluctance proposals having for their object any further alienation, during the term of the contracts or afterwards, of however small a portion of its own revenues. In my opinion this necessity is not without its advantages; for so long as it may be hoped that the Government of India is in a position to offer further resources, the expectation that it will do so when a sufficient case is put before it, will continue to be entertained. Nothing is more likely to encourage a prudent and economical treatment of their finances by the Provincial Governments than a clear understanding, such as I have endeavoured to convey, as to the position of the central Government itself. As I have already indicated, these remarks, so far as they refer to applications for assistance, must not be held to have any general application to the provincial authorities viewed as a whole; for the Government of India has, on the contrary, just cause to be grateful to them for the judgment with which they have husbanded their resources, and the economy with which their affairs are conducted. Nor, even in the instances which I have more specially in mind in making these remarks, have I the desire to convey the idea that there has been, in the management of local finances, any but the most loyal wish to improve the position of the Province, or to make any criticism other than that this wish has in those cases led to an inclination to work on the lines of the contract with a degree of energy which was beyond the bounds of prudence. My object is rather to explain that, while I am aware that in one or two instances the revenues assigned to the local authorities may have been found to have been less favourable than in the majority of cases, this fact alone, when the circumstances of the Government of India itself are taken, as they must be, into consideration, is not sufficient ground to justify us in acceding to the grant of increased revenues, or in admitting further liability which in truth we are not in a position to assume. If there is one thing more important than another in the conduct of Indian finance, it is that the Government of India, which is always at the best surrounded by uncertainties, should at least have the certainty that for a term of years it has settled its relations with the Local Governments. That is the only condition on which it can with confidence examine its own position, and ascertain the adequacy or otherwise of the resources at its own disposal. This consideration (which I may take this opportunity of saying is, to my mind, all important) must especially be adopted as the guiding principle of our financial administration at a moment when the difficulties which I have been treating of are assuming greater proportions; and when a fall in the exchange, which a few years ago would have been looked upon as absolute ruin to our finances, and which, in truth, is a burden greater than they can continue to bear, is to be met and provided for, concurrently with a stagnation in trade, and the necessities imposed on us by the deliberate resolve to incur, for the protection of our people from famine, and for the greater security of our frontiers, very considerably increased expenditure.

*The Government of India compelled to adhere strictly to the terms of the Provincial contracts.*

Decrease in Customs duties in 1885-86.

79. I pass now to the second of the three heads which I have indicated in paragraph 73, namely, the effect upon our estimates of the present stagnation in the rice trade. As I have already dwelt at some length on the prospect of this trade so far as they are at present known to me, I think it will be sufficient to give here a few figures which will show at a glance what is the sacrifice of revenue to which, until that trade returns, we must be content to submit. The receipts from our customs in the Budget Estimates, the Accounts, and the Revised Estimates of the years 1882-83, 1883-84, 1884-85, and 1885-86, have been severally as follows:—

	Budget Estimates.	Accounts.	Revised Estimates.
	£	£	£
1882-83 . . . . .	1,181,000	1,296,119	
1883-84 . . . . .	1,255,100	1,187,266	
1884-85 . . . . .	1,289,500		1,030,000
1885-86 . . . . .	1,175,000		

It will be seen from these figures that in the 1884-85 Revised Estimates there has been taken a figure lower by £151,500 than any hitherto shewn, whether in the Budget or in the Accounts; while, although in the estimate of the ensuing year we have thought ourselves justified in adding considerably to the Revised Estimates of 1884-85, believing the depression of the rice trade to be at its lowest, the figure we have taken is below any which, whether in the Budget or the Accounts of previous years, has hitherto been shewn.

80. I come now to the third of the four points indicated in paragraph 73 as constituting the main features of the coming year, namely *Exchange*. A glance at the following figures, which give the annual result of exchange in transactions with London during the years 1871-72 to 1883-84, with the Revised Estimate of 1884-85 and the estimates of 1885-86, will convey some notion of the burden imposed on our finances by this growing difficulty, and will show what a monstrous cautie exchange cuts out from the resources at our command.

Loss by exchange.

Year.	Loss by exchange.	Average rate of Secretary of State's Bills.
	£	s. d.
1871-72 . . . . .	428,920	1—11'12
1872-73 . . . . .	691,287	1—10'81
1873-74 . . . . .	879,411	1—10'35
1874-75 . . . . .	785,820	1—10'22
1875-76 . . . . .	1,355,861	1—9'64
1876-77 . . . . .	2,059,311	1—8'49
1877-78 . . . . .	1,554,922	1—8'79
1878-79 . . . . .	3,225,831	1—7'76
1879-80 . . . . .	2,926,403	1—8'
1880-81 . . . . .	2,716,809	1—7'95
1881-82 . . . . .	3,556,700	1—7'89
1882-83 . . . . .	3,081,433	1—7'52
1883-84 . . . . .	3,838,756	1—7'54
1884-85 Revised Estimate . . . . .	3,252,900	1—7'3
1885-86 Budget . . . . .	3,573,600	1—7'

81. It is explained, in the course of this Statement, why the loss by exchange in 1884-85 and again in 1885-86 is apparently less than in some of the previous years, namely, that the Secretary of State has been able to furnish himself with funds in England which assisted in keeping down the total amount of his bills. But for this, in the ensuing year 1885-86, we should have had to estimate for loss by exchange at a figure certainly not less than £4,000,000. Unless exchange improves during ensuing years, we must regard ourselves as liable to have to



make provision upon our Budgets for an item of little less than four millions in excess of that which at the commencement of the last decade we were called upon to meet. The highest point reached by the Secretary of State's bills and telegraphic transfers during 1884-85 has been 19'85 in May last, and the lowest 18'92 in February. I append a table shewing the bills drawn each month, with the concurrent produce in sterling, and the rate of exchange, as well as the amount drawn on telegraphic transfers, the sterling equivalent, and the rate at which they were obtained.

	1884-85.						<i>Result of Secretary of State's drawings during 1884-85.</i>
	Bills.	Produce in sterling.	Rate of exchange.	Telegraphic Transfers.	Produce in sterling.	Rate of exchange.	
	₹	£	d.	₹	£	d.	
April . . . . .	4,79,000	39,234	19'65	2,04,60,000	1,686,946	19'78	
May . . . . .	10,59,000	87,004	19'71	1,44,41,500	1,195,370	19'86	
June . . . . .	16,05,500	138,070	19'54	88,14,000	723,080	19'68	
July . . . . .	68,09,000	560,991	19'51	97,95,000	798,625	19'56	
August . . . . .	33,82,500	274,844	19'50	24,25,000	197,559	19'55	
September . . . . .	21,46,000	174,303	19'50	15,00,000	121,880	19'50	
October . . . . .	34,56,000	278,671	19'35	41,00,000	332,109	19'44	
November . . . . .	92,25,000	734,332	19'10	45,75,000	365,078	19'15	
December . . . . .	1,09,09,000	895,237	18'85	32,75,000	260,511	19'09	
January . . . . .	1,39,96,000	1,112,948	19'08	54,70,000	435,205	19'09	
February . . . . .	1,51,31,000	1,191,116	18'89	40,90,000	324,383	19'03	
		(11 months.)					
TOTAL . . . . .	6,83,78,000	5,456,816	19'15	7,89,45,500	6,440,734	19'58	

82. Since June last, when the rate began to decline, there has been no prospect of recovery. The time is probably approaching when this question of the fall in the value of silver will come more prominently before public attention. The policy of the President of the United States in favour of a temporary suspension of the coinage of silver has been unequivocally pronounced; and although there exists considerable doubt as to how far that policy will be endorsed by the American Legislature, the uncertainty which for the present must continue to hang over the question will maintain the depression of exchange. In the next place, the Conference of the Latin Convention is about to meet, and on the measures taken in consequence of the deliberations of the Conference, the immediate future of silver must greatly depend. Speculation on the subject in a Statement of this nature would be idle; but there seems no reason to hope that we have as yet seen the worst of our difficulties under the head of exchange; and if causes which are operating unfavourably to it, whether connected with trade or with the decision which may be taken by the Latin Convention or the American Legislature, are accentuated, it seems clear that the Government of India, unless it is able to obtain the attention of other Governments to its own views upon the question, may be called upon shortly to choose between deficit, or measures involving some degree of increase in taxation. *Critical position of silver.*

83 The fourth and last item to which I have drawn attention in paragraph 73 is the grant of £500,000 for our railways, provided especially with a view to assistance in so much of our contemplated expenditure as is connected with the improvement of our frontier communications. It has always been hitherto the policy of the Government of India to meet demands of this nature, so far as they can be met, from its revenue: revenue failing, the Government of India is prepared to have recourse to borrowing. The remarks made by Sir John Strachey in paragraph 49 of his Financial Statement for 1880-81, express so entirely and succinctly my own opinion on this subject, that I may be allowed to quote them here. He says,— *Grant from Revenues for railways.*

"The reasons for which it is right to provide for the charges of the war out of current income apply equally, and indeed with greater force, to the charges for the frontier railways."

Although they will permanently benefit the country, it is plain that we could not construct them with borrowed money on the grounds on which we borrow for productive public works, and that their cost must be included among our ordinary charges. If, however, we could not have paid for them out of our ordinary revenue, it would have been quite right to borrow for their construction. I should have said this because the works are absolutely necessary, and because the political and financial evils of borrowing would be less serious than those involved by fresh taxation. I should not have defended borrowing for these railways on the ground that they will benefit posterity as well as the present generation. That is a matter about which I know nothing; but I know that posterity will have quite enough to do in bearing its own burdens."

*Grants from  
Revenue for  
Harbour Defences.*

84. The amount of the annual grant from revenue must in future obviously depend on the annual condition of our finances. All that I can say at present is that for my own part I am extremely desirous to devote as much as possible from revenue to the construction of railways, of which the portion which concerns our frontier communications must remain in great part unproductive. To the same class of grants belongs the item of £15,000, which we have devoted to the improvement of the defences of Aden; and a further item of £70,000 which we have placed at the disposal of the Military Department as a first instalment to be expended in the defence of our harbours. That we should have been able, in spite of the second and third of the four considerations which I have enumerated in paragraph 74, to make these additional grants, is evidence of the elastic nature of our revenues; but in view to all that has been said as to our financial prospects, I should be sorry to commit myself to an assurance that our revenues will continue to permit us to devote as much annually to the completion of the several works indicated, although no effort will be spared to enable this to be done. Meanwhile the following figures shew what has been the State or Guaranteed expenditure under the Revised Estimate in 1884-85, and what are our estimates for 1885-86. The Budget Estimate for 1884-85 was Rs 6,59,19,000 only; being Rs 73,44,100 less than the Revised Estimate of that year, which, again, is Rs 1,96,87,100 in excess of the Revised Estimate of 1883-84. The difference between the Revised Estimates of 1883-84 and the Budget Estimate of 1885-86 is therefore no less than £2,701,100 conventional sterling.

*Expenditure on Railways during 1884-85 and 1885-86 on State responsibility.*

	Revised Estimate, 1884-85.	Budget Estimate, 1885-86.
<b>(1) Directly expended by Government—</b>	<b>R</b>	<b>R</b>
Charged to Loan . . . . .	3,08,06,000	2,76,62,000
Ordinary State Railways . . . . .	*8,05,000	†29,38,000
Charged to Protective Grant . . . . .	89,81,000	50,00,000
East Indian Railway (excluding converted annuities) . . . . .	29,50,000	34,00,000
Eastern Bengal Railway (excluding debentures) . . . . .	9,30,000	28,00,000
Charged under Frontier Railways . . . . .	13,87,000	50,00,000
<b>TOTAL</b> . . . . .	<b>4,58,59,000</b>	<b>4,68,00,000</b>
<b>(2) Expenditure by Companies on the responsibility of Government—</b>		
Guaranteed Railways . . . . .	1,31,11,000	1,73,19,000
Southern Mahratta Railway . . . . .	1,19,87,600	1,64,68,000
<b>TOTAL</b> . . . . .	<b>2,50,98,600</b>	<b>3,37,87,000</b>
<b>GRAND TOTAL</b> . . . . .	<b>7,09,57,600</b>	<b>8,05,87,000</b>

\* Excluding expenditure on Surveys and miscellaneous charges, amounting to Rs 11,06,500.

† Ditto

Ditto

Ditto

Rs 10,42,000.

85. I think I have given now such a general view of the situation as it presents itself to us in making our estimates for the ensuing year, that it will be unnecessary to dwell further on the subject taken as a whole, and I may pass to the detailed explanations which it is usual to embody in the Budget Statement with regard to the increases and decreases under specific heads. I shall endeavour to make these as short as possible, and indeed, it seems to me that the custom of marshalling these figures in the body of this Statement, is one which, with exception, perhaps, as to figures treating of subjects of unusual interest, will in future be more honoured in the breach than in the observance. Where the amount of increase or decrease is less than £10,000, no explanation will be offered in the following remarks.

*Explanation of details of difference between Revised Estimate, 1884-85, and Budget Estimate, 1885-86.*

86. *Land Revenue (I)*; Increase, £787,900. Compared with the Revised, the Budget Estimate for 1885-86 shews an increase of £787,900, made up chiefly of £25,400 under British Burmah, £76,900 Punjab, £407,700 Madras, and £270,000 Bombay.

*Principal Heads of Revenue.*

In the case of Burmah increased revenue is expected from capitation tax and from other miscellaneous sources. In the Punjab the increase is due to collection of revenue in suspense, and to revision of settlements. In Bombay and Madras the increase arises to a considerable extent from arrears of collections, suspended owing to the partial failure of crops in 1884-85.

87. *Opium (II)*; Increase, £175,500; due to the expected recovery of our opium revenue from the depression of 1884-85. Of this net difference, an increase of £236,800 occurs under Bengal, and a decrease of £59,400 under Bombay. The number of chests to be sold in the calendar year 1885 is 49,992; due notice will be given of the amount which it is proposed to sell in the year 1886. The price taken for 1885-86 is rather less than 1,250 per chest, the average of the year 1884-85 having been 1,296. The Malwa opium scheme introduced, as explained in last year's Statement, by Mr. H. Rivett-Carnac, continues to work satisfactorily; 2,500 maunds at 90° consistence will be bought this year, against 2,268 in 1884-85.

88. *Salt (III)*; Increase, £50,000.—The Budget for 1885-86 shews an improvement over the Revised of 1884-85 of £50,000. This difference is arrived at as shewn below:—

	Increase.	Decrease.
	£	£
Burmah	...	8,500
Bengal	...	30,000
Madras	88,500	...
	<u>88,500</u>	<u>38,500</u>
Net increase	50,000	

With regard to Burmah it is expected that the large stock that will be laid in, in 1884-85, will render replenishment on an extensive scale unnecessary in 1885-86, and that in that year local manufacture will remain stationary. Hence the reduction in revenue.

In the case of Bengal it is thought better not to place the Budget at as high a figure as the Revised Estimate.

With regard to Madras the larger estimate for 1885-86 is based principally on an anticipated increase of sales of East Coast salt, and on an anticipated increase of consumption generally.

89. *Stamps (IV)*; Increase, £55,400. The increase occurs chiefly in Bengal and in the North-Western Provinces and Oudh. In Bengal it is due to an



expected increase in revenue resulting from the passing of the Bill for the registration of permanent tenures. In the North-Western Provinces and Oudh it is due to the transfer to this head from Land Revenue and Law and Justice of Revenue Record Fund and Criminal Record Fund receipts, which used to be received in cash, but which are now recovered in stamps. In the Punjab, allowance has been made for the further progress in revenue of which the actuals of past years justify the expectation in 1885-86.

90. *Excise (V)*; Increase, £56,500. This occurs mainly in Madras, where it is anticipated that Toddy farms and Arrack farms in rented districts will yield an augmented revenue.

91. *Provincial Rates (VI)*; Increase, £62,900.

In the Central Provinces an improvement of £6,800 is expected from the Patwari cess, being the result of administrative reforms that are in progress. In Assam the revenue will, it is anticipated, yield £13,000 more, because of the rates being doubled in Sylhet. Slight increases are also expected in districts where there are waste land grants.

In the North-Western Provinces, owing to a re-arrangement in the Village Watch circles, and to an increase in the number of watchmen in Oudh, higher revenue is expected in 1885-86. Madras and Bombay shew an improvement of £22,500 and £14,200, respectively. As these rates are raised from land, they are affected in the same way, and, generally, to the same extent, as receipts under Land Revenue. The remarks made under "I. Land Revenue" at paragraph 86 against Madras and Bombay apply also to the head Provincial rates.

92. *Customs (VII)*; An improvement in trade is expected to yield an increase of £145,000, compared with the Revised Estimate. The Revised Estimate of 1884-85 was however taken at a figure considerably below the Budget of that year.

93. *Forest (IX)*; Increase, £78,700. The increase may be ascribed generally to expected increased demand for timber, and to the development of timber operations.

*Post Office, Telegraph, and Mint.*

94. *Post Office (XII)*; Increase, £41,300. This is due to an anticipated increase in the sale of ordinary postage stamps, and to an expected increase in receipts on account of Money Orders, the growth of the revenue under both heads justifying the advance in the estimates.

95. *Mint (XIV)*; Decrease, £39,000. This is a very uncertain head, and difficult to estimate. A reduction of £39,000 is made because it is not considered safe to expect that silver to the same extent will be coined in 1885-86 as in 1884-85.

*Receipts by Civil Departments.*

96. *Law and Justice (XV)*; Increase, £31,200. This head shews an improvement of £31,200 compared with the Revised. Nearly the whole of the increase occurs under Bengal and the North-Western Provinces and Oudh, where larger receipts are expected from sale of Jail manufactures and from the hire of convicts.

97. *Interest (XXI)*; Decrease, £31,000. Of this £23,100 occurs in England and £7,900 in India. In 1884-85, owing to the favourable state of the money market, the loan of £3,000,000 required for the discharge of debentures in August was issued in England in May, and during the interval the available portion of the abnormally swollen cash balance was invested on terms which were at the time unusually favourable. For 1885-86 only normal receipts have been estimated for. The decrease in India occurs in interest on overdrawals of Railway capital.

98. *Receipts in aid of superannuations, &c. (XXII)*. The increase is £51,000, and is almost entirely due to credits of subscriptions towards the Bengal

Civil Fund. No final arrangement for the taking over of this Fund has yet been made, but the question is being considered, and the contingency is provided for in the Estimates.

99. *Miscellaneous (XXIV)*; Decrease, £48,900. This is an uncertain *Miscellaneous* head, and one for which it is difficult to make an estimate a year in advance. In preparing the Revised Estimate of 1884-85 it was found that certain receipts which were expected to fall in would justify the Budget of that year being raised by £63,300. It is not considered safe at present, however, to put the Budget figure of 1885-86 at more than £14,400 above the Budget figure of 1884-85.

100. *State Railways (Gross Earnings) XXV*. The Budget Estimate of 1885-86 provides for an improvement of £682,100 compared with the Revised Estimate of 1884-85. This improvement is in large part nominal, being indebted for £300,000 to the inclusion of the Sindh, Punjab, and Delhi under State Railways for the last quarter of the year. The main results are:—

	Increase.	Decrease.
	£	£
Rajputana-Malwa . . . . .	172,500	...
Umeria Colliery . . . . .	13,700	...
Nagpur and Chhattisgarh . . . . .	10,000	...
Burma . . . . .	60,000	...
Eastern Bengal . . . . .	110,000	...
Tirhoot . . . . .	12,000	...
Naraingunge-Dacca-Mymensingh . . . . .	18,500	...
Cawnpore-Achneyra . . . . .	25,000	...
Indus Valley . . . . .	...	45,000
Sindh, Punjab, and Delhi . . . . .	300,000	...

*Rajputana-Malwa State Railway*.—The Budget Estimate for 1885-86, £1,475,000, includes the estimated earnings of the Rewari-Ferozepore State Railway, hitherto shewn under the non-productive head of Account, XXIX. State Railways. The inclusion in the present estimate of the transactions of this line explains the large difference between the Revised Estimate for 1884-85 and Budget Estimate for 1885-86. A small improvement in the traffic has also been allowed for.

*Umeria Colliery*.—No provision was made in 1884-85. But it is expected that the colliery will earn £13,700 during 1885-86.

*Nagpur and Chhattisgarh State Railway*.—An increase of £12,500 is allowed for during 1885-86, owing to the better prospects of the grain traffic.

*Burma State Railways*.—The Budget Estimate for 1885-86 is placed at £60,000 higher than the Revised Estimate for 1884-85, owing to an additional length of 81 miles on the Sittang Railway expected to be opened for traffic on the 1st April next, as well as to provide for development of traffic generally.

*Eastern Bengal State Railway*.—An increase of £110,000 is provided for during 1885-86. A full year's earnings will accrue instead of the transactions of nine months only. The prospects of the traffic next year are good, and it is hoped that the estimate will be fully realised.

*Tirhoot State Railway*.—The Budget Estimate provides for an increase of £12,000 during 1885-86, which, it is believed, will be realised, as the Hajee-pore extension will be opened for the whole twelve months, against five months in 1884-85. Moreover a further short length of line is likely to be opened during the year.

*Naraingunge-Dacca-Mymensingh Railway*.—An improvement of £18,500 is provided for during 1885-86 owing to an additional length of 75·62 miles expected to be opened about 1st August next.

*Cawnpore-Achneyra State Railway.*—The Budget Estimate for 1885-86 provides for an increase of £25,000. This will, in all probability, be realised, as in the previous year the Farakhabad-Hathras and Jumna Bridge sections were only opened from the 1st July 1884, or for nine months of the year only, while in 1885-86 a whole year's earnings of these sections are provided for.

*Indus Valley State Railway.*—The line altogether is doing remarkable well, and judging from present prospects, the Revised Estimate is placed at £705,000. This figure, it is believed, will be fully realized. It is not considered advisable, at present, owing to the uncertainty of the wheat traffic, to place the receipts of 1885-86 at a higher figure than £660,000.

*Sindh, Punjab, and Delhi Railway.*—The Budget Estimate for 1885-86 provides for the estimated earnings of the last quarter of that official year under *State Railways*.

*East Indian Railway (gross earnings).* The Budget Estimate for 1885-86 provides for an improvement of £280,000 on the Revised Estimates. It is believed that to this extent trade will revive during next year. The estimate, it will be observed, is £300,000 less than the Budget Estimate of 1884-85.

101. *Guaranteed Railways (net traffic receipts) (XXVI).* This head shows a decrease of £14,000. Excluding the Eastern Bengal Railway, which became a State Railway from the 1st July 1884, and under which a net issue of £1,300 was provided in the Revised Estimate of 1884-85, the rest of the differences are given below :—

	Increase.	Decrease.
	£	£
Madras Railway . . . . .	...	25,000
South Indian Railway . . . . .	25,000	...
Bombay, Baroda, and Central India Railway . . . . .	30,000	...
Oudh and Rohilkhund Railway . . . . .	45,000	...
Sind, Punjab, and Delhi Railway . . . . .	...	70,000
Great Indian Peninsula Railway . . . . .	...	20,000

*Madras Railway.*—The Budget Estimate for 1885-86 is £25,000 worse than the Revised Estimate for 1884-85. The receipts during 1885-86 are entered at the same figure as the Revised Estimate. The expenses, however, are placed at £25,000 more than in the Revised Estimate.

*South Indian Railway.*—An improvement of £30,000 has been provided for in the Budget Estimate. The estimates for 1885-86 place the gross revenue at £20,000 more than the Revised Estimate which, there is every reason to believe, will be realised, as the traffic is steadily improving. Heavy expenditure in connection with the restoration of the bridges and works damaged by the floods of this year will have to be met in 1885-86.

*Bombay, Baroda, and Central India Railway.*—In the Budget Estimate for 1885-86, an increase of £30,000 is provided for, as compared with the Revised Estimate for 1884-85. This is due to the additional traffic expected.

*Oudh and Rohilkhund Railway.*—An improvement in the traffic may reasonably be looked for during 1885-86, and an additional length of line will, it is expected, be opened for traffic during the year. The Budget Estimate shews a net improvement of £45,000 compared with the Revised Estimate of 1884-85.

*Sind, Punjab, and Delhi Railway.*—The Budget Estimate provides for the transactions of the first nine months of the official year only, *vis.*, from 1st April to 31st December 1885. As the line will very probably be taken up by Government on the 1st January 1886, the transactions for the remainder of the year are allowed for under *State Railways*; and hence a decrease £70,000 compared with the Revised Estimate for 1884-85. The figures entered in the Budget are normal, and do not call for any special remark.



102. *Irrigation and Navigation (Direct Receipts) (XXXI).* The Budget Estimate for 1885-86 shews a decrease of £173,400 compared with the Revised Estimate for 1884-85 :—

	Increase. £	Decrease. £
Punjab . . . . .	...	13,100
Madras . . . . .	300	...
Bombay . . . . .	1,300	...
Bengal . . . . .	...	...
North-Western Provinces and Oudh . . . . .	...	161,900
Total . . . . .	1,600	175,000
		173,400

The decrease in the Punjab is the net result of a reduction in the estimated receipts by Civil Officers on account of owner's rates on the Western Jumna Canal, counterbalanced to some extent by increase in revenue due to the opening of the Chenab Canal, and of increased irrigation and better rabbi crops expected from the operations of the Bari Doab and Sirhind Canals.

The small increase of £300 in Madras is due chiefly to the increased revenue expected from the Kurnool Canal.

The expected increase in Bombay is due chiefly to anticipated realisation of arrears of previous years on account of certain Canals; to expectation of a sufficient supply of water in the Hathmati Canal; and to extension as well as to the probable increase in the water-supply from the canal furnishing the town of Poona.

The decrease of £161,900 in the North-Western Provinces and Oudh is the result of the failure of the Nadrai Aqueduct, Lower Ganges Canal, as until such time as the new works are completed, only about half the required supply can be passed down from the head works at Narora.

103. *State Railways (XXIX).* The Budget Estimate for 1885-86 shews a decrease of £85,900 as compared with the Revised Estimate for 1884-85, and consists mainly of an item of £87,500, decrease in the Rewari-Ferozepore State Railway. No provision has been made in 1885-86 for this railway, because the estimated earnings of the line for that year are included in those of the Rajputana-Malwa State Railway, under "XXV. State Railways."

*Public Works not  
classed as Productive.*

104. *Subsidised Railways (XXX)* Southern Mahratta Railway. The Budget Estimate for 1885-86 provides for an improvement of £67,500, because the line now open will be worked for 12 months, and an additional length of 103 miles will, it is expected, be opened early in April.

105. *Civil Buildings, Roads and Services (XXXIII).* The Budget Estimate for 1885-86 shews a decrease of £68,600. Nearly the whole of the decrease occurs under India, General, and under Bengal. In the case of the former the Revised Estimate of 1884-85 contains an abnormal receipt of £23,100 on account of arrears of previous year's contributions for roads in Scindia's territory realised in 1884-85. With regard to Bengal, where the decrease is £41,300, the Revised Estimate for 1884-85 provides for an abnormal receipt of £46,000 realised from the East Indian Railway Company on account of the value of Railway Offices in Fairlie Place, Calcutta. The remainder of the decrease in Bengal is due to an expected decline in ferry receipts.

106. *Interest on ordinary debt, 1885-86; (1)* Decrease, £388,200. This Expenditure. arises as follows :—

	£
England . . . . .	166,000
India . . . . .	222,200
TOTAL . . . . .	388,200

Interest.

The saving in England would have been more but for a provision of £60,000 on account of interest on the loan to be raised in England in 1885-86. The decrease in England is accounted for by the absence of provision on account

of discount which had to be paid in 1884-85 on the three million 3 per cent. stock raised in that year. In 1885-86 £90,000 have been provided representing interest on the 3 per cent. India stock issued in 1884-85 and for which only £67,500 were provided in that year. On the other hand decreases occur under interest on Temporary Loans and Debentures, the former owing to repayment of the loan, and the latter to the conversion of the 4 per cent. Debentures, amounting to 5 millions, into 3½ per cent. Debentures.

The decrease in India amounts to £222,200, and is due principally to the transfer of capital from the ordinary to the productive portion of the Account, on account of the capital expenditure on State Railways and Irrigation.

107. *Interest on other obligations*; Decrease £63,400. Of this £62,600 occur in India and £800 in England. In India a saving £84,000 arises out of new arrangements with the Bengal Civil Fund, and an increased charge of over £20,000 for interest on Savings Bank Balances.

108. *Assignments and Compensations (4)*; Increase, £16,400. This occurs principally in Bombay, where provision has been made for the award of compensation to be paid for the closing of salt works in Goa.

*Direct demands on the Revenues.*

109. *Opium (6)*; Decrease, £468,300. The Revised Estimate for 1884-85 includes a provision of £593,600 in excess of the Original Estimate chiefly because of the exceptionally heavy outturn of the opium crop of 1883-84. The estimate of 1885-86 has been fixed for a smaller outturn.

110. *Salt (7)*; Increase, £32,700. The increase occurs chiefly under India (General), and Bombay and is due to increased provision on account of establishments, salt purchase, and freight.

111. *Excise (9)*; Increase, £20,100. The increase is general, but in Bengal an excess of £10,300 has been provided to give effect to the recommendations of the Excise Commission.

112. *Forest (13)*; Increase, £28,100. The increase is general and occurs in all but the North-Western Provinces and Oudh, where there is a decrease of £21,900 on account of charges for the Collection of Timber.

*Post Office, Telegraph, and Mint.*

113. *Post Office (15)*; Increase, £35,100. The increase occurs chiefly in the "conveyance of mails" and is partly due to larger provision on account of the pay of overseers, runners, &c., for the Road establishments.

114. *Telegraph (16)*; Increase, £51,300. The increase occurs principally in England, £33,900. The increase is due to a larger amount of stores being necessary to meet the growing requirements of the Department.

*Salaries and Expenses of Civil Departments.*

115. *Law and Justice (19)*; Increase, £145,600. The increase is general, and occurs in all the provinces of British India. The increase in Bengal amounts to £49,300, and is chiefly due to the appointment of three new Judges to the High Court and to expected increased outlay on raw material, &c., for Jail manufactures. The increase in the North-Western Provinces and Oudh, amounting to £22,100, is chiefly due to the formation of a separate office for the Legal Remembrancer; to the transfer of Distainers (Kurk Amins) charges to this head from the head Personal Deposits; to the transfer of Criminal Court Record Fund Charges from 5 Land Revenue; and to full provision for Jail supplies and services, and for Jail manufactures. In the Punjab the increase is £33,600, and is provided to meet the salaries of the newly appointed Divisional and District Judges with their establishments, and to cover the higher rates of salary to Deputy and Assistant Commissioners under the re-organisation scheme of the Punjab Commission.

116. *Police (20)*; Increase, £49,900. The increase is distributed over most of the Provinces. In the North-Western Provinces and Oudh, the increase amounts to £15,100, and is due chiefly to extra provision for Clothing and for Village Police.

117. *Marine (21)*; Increase, £35,300. This arises chiefly under India, General, and is due to the addition of the *Canning* to the Marine establishment preparatory to its being fitted up as a troopship; to increased work in the

Bombay Dockyard, and repairs to the Hydraulic Lift preparatory to its being made over to a private Company.

118. *Education (22)*; Increase £81,300. The increase is general, and is due to the spread of education. In the North-Western Provinces and Oudh an increase of £14,800 is provided to meet additional expenditure on Inspection, Normal and Local Schools, Grants-in-aid, &c. In Bombay the increase amounts to £35,000, and for the most part represents new grants to Primary Schools within municipal limits.

119. *Medical (24)*; Increase £30,100. The increase is general, and is due to the growing requirements of the Department.

120. *Political (25)*; Decrease £84,200. The decrease is chiefly due to a reduction of £60,000 in the provision for the Afghan Delimitation Commission, and to the absence of arrear payments on account of the Amir's subsidy.

121. *Scientific and other Minor Departments (26)*; Increase, £45,500. The increase occurs chiefly under India (General), and Bombay. Under India (General) the increase amounts to £20,800, and is due to larger provision for survey charges. Under Bombay the increase of £10,500 is on account of the Indian and Colonial Exhibition of London and the Fine Arts Universal Exhibition of Antwerp.

122. *Superannuations, Allowances and Pensions (29)*; Increase £106,000. In India a decrease of £23,000 is expected. In England larger payments to the extent of £129,000 are anticipated on account of annuities due to Government taking over the Bengal Civil Fund in 1885-86. *Miscellaneous Civil Charges.*

123. *Miscellaneous (31)*; Decrease £15,000. This occurs chiefly in India, (General) and is due mainly to the absence of provision for special payments made in 1884-85 on account of compensation for damage and detention of Petroleum in Calcutta.

124. *Protective Works, Railways (33)*; Decrease £398,100. The Revised Estimate for 1884-85 included £388,100 unappropriated in 1883-84 and re-allotted in 1884-85. No such re-allotment occurs in 1865-66, for which year only the fixed portion of the annual grant has been assigned. *Famine Relief and Insurance.*

125. *Reduction of Debt (35)*. The increase of £360,400 is due to the reduction in the grant for Railways, which sets free a corresponding sum for reduction of debt.

126. *State Railways (Working Expenses) (36)*; Increase £436,700. The increase is the result of a series of figures, of which the following are the principal items:— *Expenditure on Productive Public Works (Revenue Account).*

	Increase.
	£
Rajputana-Malwa Railway . . . . .	147,500
Burma Railway . . . . .	38,000
Eastern Bengal Railway . . . . .	52,500
Naraingunge-Dacca-Mymensing Railway . . . . .	18,500
Cawnpore-Achneyra Railway . . . . .	12,500
Sindh, Punjab, and Delhi Railway . . . . .	180,000

*Rajputana-Malwa Railway.*—The increase is partly nominal, representing the expenses on account of the Rewari-Ferozepore line hitherto shewn under the non-productive head of account, *vis.*, 41. State Railways Revenue Account. An increase of £17,500 occurs on account of the surplus profits for the half-year ending 30th June 1885, payable to the Bombay, Baroda, and Central India Railway for the working of the line. The additional expenditure provided under this Railway will be set off to some extent by credits in the Civil Accounts under Superannuation Allowances and Pensions, Stationery and Printing, Miscellaneous and Police. The credits on these accounts are roughly estimated at £40,000.



*Burma Railway.*—The additional assignment is due to an additional mileage of 81 miles being expected to be opened on the Sittang Railway from 1st April 1885, and to an anticipated expansion of traffic.

The increase under *Eastern Bengal Railway* amounts to £52,500, and is due to the amalgamation with this line of the Calcutta and South-Eastern Railway and of the Poradaha-Damukdia section of the Northern Bengal State Railway. Increased provision has also been made for expenditure owing to larger estimated traffic.

*Naraingunge-Dacca-Mymensing Railway.*—An additional length of 75·62 miles is expected to be opened about 1st August next, and the increase in the Budget is to meet outlay on this extension.

*Cawnpore-Achneyra Railway.*—The increase provides for increased mileage; for sleeper renewals; and for improving the assignment of certain portions of the Cawnpore-Farakhabad section of the line.

*Sindh, Punjab, and Delhi Railway.*—This line will probably be taken over by Government on the 1st January 1886. The Budget Estimate for 1885-86 provides for the estimated expenses of the last quarter of that year.

*East Indian Railway Working expenses.*—Decrease, £64,800. The decrease is due to a reduction of expenditure on account of renewals, and to a falling off in the payment on account of surplus profits, due to the falling off in the revenue of the 2nd half of 1884 and the 1st half of 1885.

127. *Guaranteed Railways (Surplus profits, Land and Supervision) (37);* Increase, £20,900. The increase is brought about by the necessity for provision in Madras of £15,300 on account of land required for the Beypore-Calicut Extension.

128. *Irrigation and Navigation.*—Increase, £11,300. The increase is due to additional capital outlay on the several projects.

129. *Charges in respect of Capital (39); (a) Interest on Debt; State Railways;* Increase, £137,300. The increase is chiefly due to gradual increase in the capital expenditure on State Railways.

*East Indian Railway.*—Increase, £18,900. An increased provision is made to cover the charge on account of interest on India stock and interest on Capital, Capital advance, and Stores suspense accounts.

(b) *Annuities in purchase of Guaranteed Railways (including Sinking Funds).*—Increase, £96,700. The increase is due to a full year's provision having been made in 1885-86 on account of the annuity for the Eastern Bengal Railway, against provision in the Revised Budget of 1884-85 for only the payment of the proportion of the annuity due on the three months ending 31st October.

130. *State Railways, Capital Account (40);* Increase, £206,900. The increase is due to provision being made on account of the Lucknow-Sitapur-Kheri Line, the construction of which has been sanctioned by the Secretary of State.

131. *State Railways (working and maintenance) (41);* Decrease, £56,000. The decrease is chiefly due to the expenses of the Rewari-Ferozepur Line having been transferred to 36. State Railways, and included under Rajputana-Malwa Railway.

132. *Subsidised Railways (42);* Decrease, £51,200. This is the net result of the following changes:—

	Increase.	Decrease.
	£	£
Guaranteed Interest . . . . .	...	36,400
Subsidy . . . . .	6,500	...
Payments for Land . . . . .	...	21,300

Expenditure on  
Public Works not  
classified as Pro-  
ductive.

Under guaranteed interest the decrease is due to the cessation of payments on this account to the Bengal Central Railway and to the Rohilkhund-Kumaon Railway from 1st January 1885. The increase under "Subsidy" represents the payments to the Rohilkhund-Kumaon Railway and to the Assam Railway. The decrease under payments for land is the amount by which the requirements under this head in 1885-86 are expected to fall short of the payments in 1884-85.

*Southern Mahratta Railway.*—Increase, £73,000. Of this £24,000 occurs in interest charges and £49,000 in working expenses. The former is due to additional provision being made to cover the interest on the additional capital raised by debentures, and the latter to provision being made for an additional length of 103 miles which it is expected will be opened for traffic early in April.

133. *Irrigation and Navigation (44).* The decrease amounts to £75,000, and occurs as follows:—

	£
Imperial . . . . .	30,500
Provincial . . . . .	45,600
	<hr/>
	76,100
Local (increase) . . . . .	1,100
	<hr/>
Net decrease . . . . .	75,000
	<hr/>

The decrease is due to the Government of India not being able to provide a larger sum than £525,000 for total outlay in 1885-86, from imperial resources and to a heavy reduction in the grant for Provincial Public Works in Burma. There is an increase of £9,900 in Bengal, due chiefly to an increase of expenditure on the Orissa Coast Canal which is approaching completion.

134. *Military Works.*—Increase, £117,100. The Budget for 1885-86 provides (1) fixed annual grant of one crore of rupees; (2) one and half lakhs in addition for the Aden defences; (3) seven lakhs for Bombay Defences; and (4) the lapse of the current year's grant, ₹55,000.

135. *Civil Buildings, Roads, and Services (46).* This is a net increase of £47,500 due to the addition of £100,000 to the estimates, being the grant for frontier roads.

136. *Army (47);* Decrease, £204,800.

The net estimated cost of the army in India for the financial year 1885-86 (excluding war charges and receipts) is £14,881,000, or a little below £15,000,000, which may be considered to be about the normal military expenditure in India and in England. The above sum provides for the estimated cost of the British army serving in India, the sanctioned number at the present time being more nearly complete than it was at any time during the five years immediately preceding the Afghan War. Dealing alone with army expenditure in India, there is a net increase of £36,200, which is explained by the fact that under the grant for regimental pay, allowances, and charges there is an increase of £48,600, due to the rate of exchange for the pay of British troops in 1885-86 having been fixed at 1s. 7½d., the rate for 1884-85 being 1s. 8d. There is also a large increase in the purchase of country-brewed beer, which will be supplied to all but three stations in Bengal, and which is slowly superseding English beer in the Madras and Bombay presidencies. The increase is counterbalanced by a corresponding reduction in the Home charges. Under the head of "ordnance establishments, stores, and camp equipage" there is an increase of £22,115, consequent on the outturn of small-arms ammunition at the factories having to be largely increased to replace reserves which it was found necessary to condemn.

There is an increase of £36,169 "miscellaneous services," chiefly consequent on the provision of £20,000 for land required in connection with the new redoubts in course of construction at Lucknow. The grant for volunteers, consequent on the growth of the movement, and revised rates of pay for sergeant instructors, shows an increase of £13,975, while on the other hand there is a reduction under the head of commissariat establishments, supplies, and services of £28,532, which is due to favourable prices of supplies, and anticipated saving in railway and transport charges owing to reduced rates and a small relief. As regards the home charges, the gross estimate for 1885-86 is lower than that of any year since 1873-74. This is due partly to a reduction in the pension charges for British troops, and partly to reduced demands for stores. The charges for the Indian troop service are also very low. The estimated charge for stores is lower than it has been for nineteen years. The decrease is due partly to the economical administration of the several departments, and partly to the substitution of country products and manufactures and malt-liquor for stores hitherto imported from England. From both points of view the reduction is satisfactory.

Whatever may be the case in the future, at the close of 1884-85 the total net military charges in India and England were lower than they have been at any time during the past ten years, and this has been effected without prejudice to efficiency or any reduction in the authorised aggregate strength of the army, and notwithstanding that the non-effective and superannuation charges have in recent years largely increased. But for these and additional expenditure caused by changes of organisation in the British army the Government of India are in no way responsible. This fact, however, does not lessen the uncertainty which prevails with regard to what the demands on the above account may amount to, and they are, in consequence, a source of considerable anxiety to those who are responsible for army expenditure in India.

Cost of Indian troops employed in the expedition to Suakim.

137. The Indian Government will continue to bear the ordinary charges of the troops who have been or who may be sent to the Suakim expedition. All extraordinary charges—all charges, that is to say, other than those which would have been, in ordinary course, incurred had these troops remained in India—will be defrayed by the English Government.

138. *Exchange on Transactions with London* (49). Compared with the Revised Estimate of 1884-85, the Budget Estimate of 1885-86 shews an increase of £320,700. The figures of both years are compared below. The entries with + against them represent Gain, and those with — represent Loss.

	Revised Estimates, 1884-85.	Budget Estimates, 1885-86.
	£	£
Secretary of State's Bills . . . . .	—3,337,100	—3,624,700
Expedition to Suakim . . . . .	—75,000	—118,800
Hong-Kong Bills . . . . .	—50,600	—41,900
Guaranteed Railways . . . . .	+150,200	+136,300
East Indian Railway . . . . .	+08,100	+121,800
Rajputana-Malwa Railway . . . . .	+16,800	+25,000
Southern Mahratta Railway . . . . .	—136,700	—158,600
Military . . . . .	+7,000	+13,900
Public Works and Civil . . . . .	+74,400	+73,400
TOTAL . . . . .	—3,252,900	—3,573,600

The Secretary of State's drawings have been fixed at £13,773,700 against £13,795,300 in the Revised, the rate of exchange adopted for 1885-86 being 1s. 7d. against 1s. 7<sup>3</sup>/<sub>4</sub>d., the rate taken in the Revised. The Secretary of State's



drawings have been taken at the figure quoted above on the assumption that £2,225,000 true sterling will be raised in England by way of loan, and that £481,200 (the equivalent of 60 lakhs of rupees at 1s. 7½d. the rupee) will be recovered in England on account of sums advanced in India towards the expedition to Suakim.

139. Having brought the analysis of the financial situation, such as it presents itself, and of the detailed figures explaining variations between the Revised Estimates and Budget Estimates for 1884-85 and the Revised Estimates for 1884-85 and Budget Estimates for 1885-86, to a close, it remains only briefly to sum up our situation. The remarks made in the Preliminary paragraph have been, I trust, sufficiently illustrated in the course of this Statement. The prospects of our revenues, the heavy demands which they have been called upon to bear, and the liabilities to which we may yet be exposed, require no further explanation. The year commences with a surplus which is more less considerable according as the grants for capital expenditure are included in or excluded from our calculations. If during the ensuing year we are not called upon to submit to any material increase of expenditure, the estimates, based as they are on a very low rate of exchange and a very moderate calculation as to the revival of our trade, may, I think, be trusted to bear the test of trial. Should trade revive or exchange become more favourable, we shall have resources ample to meet our estimated expenditure. On the other hand, it is impossible to say whether additional expenditure may not in the course of the year have to be provided for, exceeding the limits of any addition which our revenues may reasonably hope to derive from the strengthening of our railway receipts or from the improvement in our exchange. To put it in other words, heavily as we are weighted from the two causes above indicated, there is no reason why our resources should not fully suffice to meet all normal expenditure during 1885-86. But if abnormal expenditure, whether of a temporary or permanent kind, is forced upon us, our estimates, even should they be strengthened by a more favourable combination of exchange and trade, may very probably prove unequal to meet it. It is to be hoped that the financial prosperity, the good harvests, and the undisturbed peace, which have of late years been accorded to us will continue. But it is necessary to state clearly the position in which, owing to the concurrence of a variety of unfavourable conditions, we find ourselves placed, in order that considerations which inevitably presented themselves when the estimates were being framed may be fully explained to the public, and that we may not be charged, should difficulties increase upon us, with having taken too sanguine a view of our position.

#### Ways and Means.

140. In the Financial Statement for 1884-85 it was anticipated that the Secretary of State would draw during 1883-84 £17,800,000 true sterling; that the balance in Indian Treasuries on 31st March 1884 would be £12,440,000; that the Secretary of State would draw during 1884-85 £16,500,000 true sterling; that assistance must be obtained during the year to the extent of £2,500,000, either by loan raised in India or by reduction of the drawings of the Secretary of State; and that the year would close on 31st March 1885 with a balance in the Indian Treasury of £11,010,850.

The Secretary of State actually drew in 1883-84 £17,599,805 true sterling, and the year 1884-85 opened with a balance in Indian Treasuries of £13,199,926, being £759,926 in excess of the estimate.

No loan was raised in India during the year, and the Secretary of State reduced the estimated amount of his drawings, so that his total drawings for the year 1884-85 are now taken at £13,795,300 true sterling.

It is expected, if the Secretary of State should draw the amount he proposes to draw, that the year 1885-86 will open with a balance in Indian Treasuries of £11,920,000; that the Secretary of State will require during the year £16,804,900 true sterling; and that if he were to draw the whole amount from India during the year, the amount in the Indian Treasuries would require to be supplemented by a loan of £3,500,000 (350 Lakhs of Rupees). The amount available for reduction of debt under the grant for Famine Relief and Insurance in 1885-86 is, however, in round numbers £680,000, (68 Lakhs of Rupees) and it will obviously be best to take this amount to reduce borrowing, rather than in actual reduction of debt previously incurred. The total amount to be borrowed has for the purposes of the estimates been taken at 282 lakhs of rupees, equivalent to about £2,225,000 true sterling. The Government of India has urged on the Secretary of State the inexpediency of attempting to borrow 282 lakhs of rupees in India this year, and the Secretary of State has accepted this opinion and agreed to find the equivalent sum of £2,225,000 true sterling in England during 1885-86. But while the Government now announces its intention of borrowing in England, and of not borrowing in India this year, it must be distinctly understood that no pledge is given, and that the Government of India does not hold itself precluded by anything now said from borrowing, in case of necessity, in India, or partly in India and partly in England, whatever sums of money may hereafter be found necessary for the service of the year.

The total requirements of the Secretary of State in 1885-86 being £16,804,900 true sterling, and it being anticipated that of this amount £2,225,000 true sterling will be obtained by loan or otherwise in England, there will remain £14,579,900 true sterling to be remitted from India. Of this sum it is estimated that the Secretary of State will receive £806,200 true sterling on account of repayments by Home Government of advances made in 1884-85 and 1885-86 for the Suakim expedition, leaving £13,773,700 true sterling to be drawn by bills and telegraphic transfers during the year. The closing balance of the year in Indian Treasuries on 31st March 1886 is estimated at £10,204,526.

*Summary*

141. The following is a summary of the chief points in the foregoing Statement:—

1. The Accounts of 1883-84 shew a surplus of £1,387,496. An analysis of the surplus shews it to be partly due to revenues collected in anticipation of the following year, 1884-85.

2. The Revised Estimate of 1884-85 shews a deficit of £716,200.

3. The causes of this deficit are, the stagnation of the export wheat and rice trade, the heavy expenditure connected with the extraordinary opium crop of 1883-84, the collection, in anticipation, of Land Revenue, above alluded to, the suspension of a considerable amount of Land Revenue in Bombay and Madras, until the year 1885-86, in consequence of the partial failure of the rains in the year 1883-84, and the grant of a considerable sum from revenue for capital expenditure on frontier Railways.

4. Statistics are given illustrating the great fall in exports in most of the Indian products during the year, and the abnormal expenditure on account of the opium crop.

5. The consumption of salt and progress of Savings Banks continue satisfactory, but Stock Notes shew no sign of improvement.

6. The net import of gold during 1883-84 was Rs. 5,46,33,156, being the largest import since the year 1869-70. In 10 months of 1884-85 the net import of gold has been Rs. 4,50,26,000.

7. The Revised Estimates of 1884-85 provided for drawings by the Secretary of State to the amount of £13,795,300, being £2,704,700 true sterling less than the Original Estimates of the year.

8. The surplus of 1885-86 is estimated at £508,100, but the estimates on which this surplus is framed include, on the one hand, a grant of £585,000 from Revenue for Capital Railway Expenditure and for Harbour Defences, and, on the other, they take credit for £585,000, being the nominal saving in exchange on estimated short drawings by the Secretary of State.

9. The net Opium Revenue for 1885-86 has been taken at £6,547,300.

10. The opium crop of 1885 promises well: the reserve on the 31st December 1884 was 2,296 chests. The probable reserve on December 31st, 1885, will be 18,297 chests.

11. Due notice will be given of the amount of opium to be sold during 1886.

12. In the Estimates of 1885-86 the rate of exchange has been taken at 1s. 7d., and provision made for drawings by the Secretary of State to the amount of £13,773,700.

13. It is intended that the usual Public Works loan should be raised in England this year, but no pledge on the subject is given.

A. COLVIN.

March 17th, 1885.



## APPENDIX I.

## ACCOUNTS AND ESTIMATES.

Accounts . . . . .	1883-84.
Revised Estimates . . . . .	1884-85.
Budget Estimates . . . . .	1885-86.

## CONTENTS.

	Pages
General Statement of Accounts and Estimates . . . . .	522 & 523
Abstract A.—Details of Revenue . . . . .	524 & 525
" B.— " of Expenditure . . . . .	526—529
" C.— " of Receipts and Disbursements other than Revenue and Expenditure . . . . .	530—533
" D.—Provincial and Local Balances . . . . .	534
" E.—Statement of Net Revenue and Expenditure . . . . .	535

## General Statement

RECEIPTS.	For details, vide Abstract.	ACCOUNTS, 1883-84.	BUDGET ESTIMATE, 1884-85.	REVISED ESTIMATE, 1884-85.	BUDGET ESTIMATE, 1885-86.
		£	£	£	£
<b>Revenue—</b>					
<b>Principal Heads of Revenue—</b>					
Land Revenue . . . . .	...	22,361,899	21,888,200	21,546,300	22,334,200
Opium . . . . .	...	9,556,501	8,594,200	8,850,000	9,025,800
Salt . . . . .	...	6,145,413	6,328,900	6,350,000	6,400,000
Stamps . . . . .	...	3,513,201	3,533,000	3,578,000	3,638,000
Excise . . . . .	...	3,836,961	3,796,900	4,013,500	4,070,000
Other Heads . . . . .	A	6,623,716	6,562,800	6,294,000	6,580,000
<b>TOTAL PRINCIPAL HEADS</b> . . . . .	A	52,037,691	50,704,000	50,631,800	52,043,000
Post Office, Telegraph, and Mint . . . . .	"	1,672,761	1,734,700	1,789,200	1,792,000
Receipts by Civil Departments . . . . .	"	1,427,729	1,455,600	1,402,100	1,426,000
Miscellaneous . . . . .	"	1,512,604	1,256,100	1,369,400	1,340,000
Revenue from Productive Public Works . . . . .	"	13,240,507	13,631,100	12,923,900	13,707,000
Receipts on account of Public Works not classed as Productive . . . . .	"	879,897	917,700	1,008,700	920,000
Receipts by Military Departments . . . . .	"	956,232	861,200	866,100	853,000
<b>TOTAL REVENUE</b> . . . . .	...	71,727,421	70,560,400	69,991,200	72,090,000
<b>Debt, Deposits, and Advances—</b>					
Permanent Debt (net incurred) . . . . .	C	3,062,953	2,221,100	1,155,400	2,205,000
Unfunded Debt (net incurred) . . . . .	"	352,480	763,800	855,000	648,000
Deposits and Advances . . . . .	"	...	376,200	725,300	236,000
Loans to Municipalities, Native States, &c. (net Recoveries) . . . . .	"	171,960	115,400	12,700	308,000
Capital of Guaranteed and Subsidized Companies (net Receipts) . . . . .	"	...	...	...	...
Remittances (net) . . . . .	"	10,120	...	301,100	17,000
Secretary of State's Bills drawn . . . . .	"	17,599,805	16,500,000	13,795,300	13,773,000
<b>TOTAL RECEIPTS</b> . . . . .	...	92,924,739	90,536,900	86,836,000	89,432,000
Balance on April 1st—India . . . . .	...	14,821,550	12,440,050	13,199,926	11,920,000
England . . . . .	...	3,429,874	3,606,174	4,113,221	2,213,000
<b>GRAND TOTAL</b> . . . . .	...	111,176,163	106,583,124	104,149,147	103,565,000

FORT WILLIAM,  
DEPT. OF FINANCE AND COMMERCE;  
The 17th March 1885.

E. W. KELLNER,  
Deputy Comptroller Genl.

## Accounts and Estimates.

R10 = £1

DISBURSEMENTS.	For details, vide Abstract.	ACCOUNTS, 1883-84.	BUDGET ESTIMATE, 1884-85.	REVISED ESTIMATE, 1884-85.	BUDGET ESTIMATE, 1885-86.
		£	£	£	£
Expenditure—					
Interest . . . . .	B	4,276,266	4,162,200	4,404,900	3,953,000
Direct demands on the Revenues . . . . .	"	8,482,613	9,016,600	9,571,100	9,311,500
Post Office, Telegraph, and Mint . . . . .	"	1,984,058	2,158,400	2,131,300	2,216,400
Salaries and Expenses of Civil Depts. . . . .	"	11,250,038	11,426,100	11,472,400	11,778,200
Bancellaneous Civil Charges . . . . .	"	3,882,529	3,973,800	3,909,500	4,012,500
Mine Relief and Insurance . . . . .	"	1,500,000	1,750,000	1,500,000	1,500,000
Expenditure on Productive Public Works (Revenue Account) . . . . .	"	12,033,873	12,542,800	12,358,000	13,033,600
Expenditure on Public Works not classed as Productive . . . . .	"	6,580,721	6,089,000	6,569,700	7,193,300
Army Services . . . . .	"	16,975,750	16,098,600	15,970,200	15,734,400
Exchange on Transactions with London . . . . .	"	3,838,756	3,538,100	3,252,900	3,573,600
TOTAL . . . . .	...	70,804,604	70,755,600	71,140,000	72,306,500
Added—Provincial Surpluses, that is, Allotments to Provincial Governments, expended by them . . . . .	End of B	123,501	120,100	119,200	28,900
Deduct—Provincial Deficits, that is, Portion of Provincial Expenditure defrayed from Provincial balances . . . . .	"	—588,180	—634,600	—551,800	—753,100
TOTAL EXPENDITURE CHARGED AGAINST REVENUE . . . . .	...	70,339,925	70,241,100	70,707,400	71,582,300
Expenditure on Productive Public Works (Capital Account) . . . . .	End of B	3,992,029	4,764,400	5,732,400	4,405,400
Net, Deposits, and Advances—					
Permanent Debt (net discharged) . . . . .	C	...	...	...	...
Unfunded Debt (net discharged) . . . . .	"	...	...	...	...
Deposits and Advances (net) . . . . .	"	690,233	...	...	...
Loans to Municipalities and Native States, &c. (net advanced) . . . . .	"	...	...	...	...
Capital of Guaranteed and Subsidized Companies (net withdrawals) . . . . .	"	843,589	1,753,000	552,700	903,100
Remittances (net) . . . . .	"	...	251,500	...	...
Secretary of State's Bills paid . . . . .	...	17,997,240	16,500,000	13,023,500	13,773,700
TOTAL DISBURSEMENTS . . . . .	...	93,863,016	93,510,000	90,016,000	99,664,500
Balances on March 31st—India . . . . .	...	13,199,926	11,010,850	11,020,026	10,204,526
England . . . . .	...	4,113,221	2,062,274	2,213,121	2,696,121
GRAND TOTAL . . . . .	...	111,176,163	106,583,124	104,149,147	103,565,147
Revenue . . . . .		71,727,421	70,560,400	60,001,200	72,000,400
Expenditure chargeable thereon . . . . .		70,339,925	70,241,100	70,707,400	71,582,300
Surplus (+) or Deficit (—) . . . . .		+ 1,387,496	+ 119,300	—716,200	+ 508,100

J. WESTLAND,  
Comptroller and Auditor General.D. BARBOUR,  
Secretary to the Government of India.

G I

## Abstract A.—Details

The figures in thick type are those

ACCOUNTS, 1883-84.					REVENUE
	IMPERIAL.		PROVINCIAL AND LOCAL.	TOTAL.	English
	England.	India.	India.		
	£	£	£	£	£
<b>Principal Heads of Revenue—</b>					
I.—Land Revenue . . . . .	...	14,424,845	7,937,054	22,361,899	...
II.—Opium . . . . .	...	9,556,501	...	9,556,501	...
III.—Salt . . . . .	...	6,118,285	27,128	6,145,413	...
IV.—Stamps . . . . .	...	1,771,495	1,741,706	3,513,201	...
V.—Excise . . . . .	...	1,930,636	1,906,325	3,836,961	...
VI.—Provincial Rates . . . . .	...	553	2,878,178	2,878,731	...
VII.—Customs . . . . .	...	1,023,857	163,409	1,187,266	...
VIII.—Assessed Taxes . . . . .	...	263,045	263,042	526,087	...
IX.—Forest . . . . .	3,109	481,986	567,095	1,052,190	...
X.—Registration . . . . .	...	129,942	129,013	258,955	...
XI.—Tributes from Native States . . . . .	...	720,487	...	720,487	...
<b>TOTAL</b>	3,109	36,421,632	15,612,950	52,037,691	28
<b>Post Office, Telegraph, and Mint—</b>					
XII.—Post Office . . . . .	...	1,014,199	4,544	1,018,743	...
XIII.—Telegraph . . . . .	51,424	470,793	353	522,570	34
XIV.—Mint . . . . .	35	131,413	...	131,448	...
<b>TOTAL</b>	51,459	1,616,405	4,897	1,672,761	34
<b>Receipts by Civil Departments—</b>					
XV.—Law and Justice . . . . .	...	46,837	527,022	573,859	...
XVI.—Police . . . . .	...	346	311,528	311,874	...
XVII.—Marine . . . . .	...	75,982	116,885	192,867	...
XVIII.—Education . . . . .	...	1,229	203,198	204,427	...
XIX.—Medical . . . . .	2,413	2	52,556	54,971	...
XX.—Scientific and other Minor Departments . . . . .	1,038	18,574	70,119	89,731	...
<b>TOTAL</b>	3,451	142,970	1,281,308	1,427,729	29
<b>Miscellaneous—</b>					
XXI.—Interest . . . . .	29,722	784,680	35,061	849,463	33
XXII.—Receipts in aid of Superannuations, &c. . . . .	101,255	172,545	28,637	302,437	97
XXIII.—Stationery and Printing . . . . .	...	7,264	43,331	50,595	...
XXIV.—Miscellaneous . . . . .	4,881	42,553	262,675	310,109	...
<b>TOTAL</b>	135,858	1,007,042	369,704	1,512,604	138
<b>Revenue from Productive Public Works—</b>					
XXV.—State Railways (gross earnings) . . . . .	...	2,325,422	756,826	3,082,248	...
East Indian Railway (gross earnings) . . . . .	230	4,999,179	...	4,999,409	...
Eastern Bengal (gross earnings) . . . . .	...	...	...	...	...
XXVI.—Guaranteed Railways (net Traffic Receipts) . . . . .	...	3,688,143	...	3,688,143	...
XXVII.—Irrigation and Navigation (Direct Receipts) . . . . .	...	284,634	651,947	936,581	...
XXVIII.—Portion of Land Revenue due to Irrigation . . . . .	...	534,126	...	534,126	...
<b>TOTAL</b>	230	11,831,504	1,408,773	13,240,507	...
<b>Receipts on account of Public Works not classed as Productive—</b>					
XXIX.—State Railways . . . . .	...	172,899	14,079	186,978	...
XXX.—Subsidized Railways . . . . .	2,645	...	...	2,645	...
Southern Mahratta . . . . .	...	77	...	77	...
XXXI.—Irrigation and Navigation . . . . .	...	30,886	110,986	141,872	...
XXXII.—Military Works . . . . .	...	44,062	...	44,062	...
XXXIII.—Civil Buildings, Roads, and Services . . . . .	16,575	7,044	480,644	504,263	...
<b>TOTAL</b>	19,220	254,968	605,709	879,897	...
<b>Receipts by Military Departments—</b>					
XXXIV.—Army . . . . .	52,458	900,066	...	952,524	...
XXXV.—Military Operations in Egypt . . . . .	...	3,708	...	3,708	...
<b>TOTAL</b>	52,458	903,774	...	956,232	...
<b>Total Revenues</b>	265,785	52,178,295	19,283,341	71,727,421	26
		52,441,080			



Revenue.

in the General Account.

R10 = £1

BUDGET, 1884-85.			Increase + Decrease - of Revised as compared with Budget Estimates, 1884-85.	BUDGET ESTIMATE, 1885-86.				Increase + Decrease - of Budget, 1885- 86, as compared with Revised Es- timates, 1884-85.
PROVINCIAL AND LOCAL.		TOTAL.		IMPERIAL.		PROVINCIAL AND LOCAL.		
India.	£			England.	India.	India.	£	
1,200	8,545,100	21,546,300	-341,900	...	13,493,800	8,840,400	22,334,200	+787,900
10,000	...	8,850,000	+255,800	...	9,025,500	...	9,025,500	+175,500
9,300	30,700	6,350,000	+21,100	...	6,367,200	32,800	6,400,000	+50,000
7,700	1,770,300	3,578,000	+45,000	...	1,835,100	1,798,300	3,633,400	+55,400
2,100	1,981,400	4,013,500	+216,600	...	2,060,100	2,009,900	4,070,000	+56,500
2,100	2,791,800	2,793,900	+53,600	...	2,200	2,854,600	2,856,800	+62,900
5,700	134,300	1,030,000	-259,500	...	906,800	178,200	1,175,000	+145,000
5,900	255,900	511,800	-6,300	...	257,400	257,500	514,900	+3,100
10,700	530,800	982,300	-71,100	900	475,300	584,800	1,061,000	+78,700
1,200	139,600	280,800	+15,200	...	141,600	140,200	281,800	+1,000
5,200	...	695,200	-700	...	691,300	...	691,300	-3,900
10,100	16,188,900	50,631,800	-72,200	900	35,346,300	16,696,700	52,043,900	+1,412,100
6,200	4,200	1,060,400	+1,400	...	1,097,700	4,000	1,101,700	+41,300
30,300	300	564,800	-8,700	26,100	539,700	400	566,200	+1,400
24,000	...	164,000	+61,800	...	125,000	...	125,000	-39,000
30,500	4,500	1,789,200	+54,500	26,100	1,762,400	4,400	1,792,900	+3,700
36,100	528,000	564,100	-53,800	...	42,800	552,500	595,300	+31,200
4,300	311,700	316,000	+7,200	...	7,800	303,800	311,600	-4,400
35,400	112,500	177,900	-28,000	...	60,700	115,700	176,400	-1,500
1,200	199,300	200,500	+1,800	...	1,100	200,700	201,800	+1,300
100	52,900	55,300	+7,200	2,000	100	52,500	54,600	-700
22,200	65,500	88,300	+12,100	500	20,300	65,800	86,600	-1,700
20,300	1,269,900	1,402,100	-53,500	2,500	132,800	1,291,000	1,426,300	+24,200
37,700	29,600	700,400	+47,300	10,000	627,700	31,700	669,400	-31,000
7,900	25,600	301,300	+7,600	94,600	232,000	25,700	352,300	+51,000
0,100	39,000	48,100	-4,900	...	13,500	40,600	54,100	+6,000
64,000	247,600	319,600	+63,300	3,000	38,800	228,900	270,700	-48,900
88,700	341,800	1,369,400	+113,300	107,600	912,000	326,900	1,346,500	-22,900
94,800	874,800	3,269,600	-17,300	...	2,841,700	1,000,000	3,841,700	+572,100
70,000	...	4,270,200	-580,000	200	4,550,000	...	4,550,200	+280,000
4,900	...	440,000	+10,000	...	550,000	...	550,000	+110,000
74,000	...	3,374,000	-239,000	...	3,360,000	...	3,360,000	-14,000
14,100	734,000	1,048,100	+105,500	...	302,600	572,100	874,700	-173,400
22,000	...	522,000	+13,600	...	530,400	...	530,400	+8,400
14,900	1,608,800	12,92300	-707,200	200	12,134,700	1,572,100	13,707,000	+783,100
18,200	16,100	234,300	+38,200	...	127,900	20,500	148,400	-85,000
...	...	500	+500	...	...	...	...	-500
32,500	...	32,500	+32,500	...	100,000	...	100,000	+67,500
28,700	108,800	137,500	-3,200	...	29,900	105,500	135,400	-2,100
24,500	...	39,500	+1,800	...	40,800	...	40,800	+1,300
33,500	515,600	564,400	+21,200	21,200	7,700	466,900	495,800	-68,600
49,400	640,500	1,008,700	+91,000	21,200	306,300	592,900	920,400	-88,300
91,400	...	866,100	+4,900	39,400	814,000	...	853,400	-12,700
106,400	...	866,100	+4,900	39,400	814,000	...	853,400	-12,700
10,300	20,054,400	69,991,200	-569,200	197,900	51,408,500	20,484,000	72,090,400	+2,099,200
9,6,800	...	...	...	51,606,400	...	...	...	...

## Abstract B.—Details

The figures in thick type are those

	ACCOUNTS, 1883-84.				REVENUE
	IMPERIAL.		PROVINCIAL AND LOCAL.	TOTAL.	
	England.	India.	India.		
	£	£	£	£	£
<b>Interest—</b>					
1.—Interest on Ordinary Debt (excluding that charged to Productive Public Works) . . .	2,442,210	1,376,821	...	3,819,031	2,610,000
2.—Interest on other obligations . . .	5,123	447,354	4,758	457,235	34,000
<b>TOTAL</b>	2,447,333	1,824,175	4,758	4,276,266	2,644,000
<b>Direct Demands on the Revenues—</b>					
3.—Refunds and Drawbacks . . .	...	150,949	237,321	388,270	...
4.—Assignments and Compensations . . .	...	543,407	695,373	1,238,840	...
Charges in respect of Collection, <i>vis.</i> :—					
5.—Land Revenue . . .	260	281,769	3,047,118	3,329,147	...
6.—Opium (including cost of Production) . . .	1,280	1,853,410	...	1,854,690	...
7.—Salt (including cost of Production) . . .	4,085	377,995	64,561	446,641	...
8.—Stamps . . .	27,815	24,146	57,133	109,094	45,000
9.—Excise . . .	...	46,030	46,329	92,359	...
10.—Provincial Rates . . .	...	...	54,547	54,547	...
11.—Customs . . .	...	...	139,345	139,345	...
12.—Assessed Taxes . . .	...	6,607	6,607	13,214	...
13.—Forest . . .	5,864	291,325	352,186	649,375	40,000
14.—Registration . . .	...	83,760	83,331	167,091	...
<b>TOTAL</b>	39,304	3,659,458	4,783,851	8,482,613	55,000
<b>Post Office, Telegraph, and Mint—</b>					
15.—Post Office . . .	106,487	1,024,491	103,503	1,234,481	118,000
16.—Telegraph . . .	156,277	507,203	5,759	669,239	190,000
17.—Mint . . .	4,428	75,910	...	80,338	...
<b>TOTAL</b>	267,192	1,607,604	109,262	1,984,058	320,000
<b>Salaries and Expenses of Civil Departments—</b>					
18.—General Administration . . .	239,354	582,823	776,202	1,598,379	236,000
19.—Law and Justice . . .	374	159,735	3,078,702	3,238,811	1,200,000
20.—Police . . .	...	68,901	2,692,153	2,761,054	...
21.—Marine (including River Navigation) . . .	196,787	246,934	145,847	589,568	150,000
22.—Education . . .	145	11,487	1,172,562	1,184,194	...
23.—Ecclesiastical . . .	310	158,802	...	159,112	...
24.—Medical . . .	7,472	17,150	692,203	716,825	...
25.—Political . . .	26,041	505,971	653	532,665	32,000
26.—Scientific and other Minor Departments . . .	20,876	248,813	199,721	469,410	15,000
<b>TOTAL</b>	491,379	2,000,616	8,758,043	11,250,038	445,000
<b>Miscellaneous Civil Charges—</b>					
27.—Territorial and Political Pensions . . .	79,776	670,476	...	750,252	28,000
28.—Civil Furlough and Absentee Allowances . . .	216,916	3,431	...	220,347	200,000
29.—Superannuation Allowances and Pensions . . .	1,416,978	212,325	526,975	2,156,278	1,420,000
30.—Stationery and Printing . . .	112,518	6,967	366,232	485,657	130,000
31.—Miscellaneous . . .	20,123	35,078	214,704	269,905	...
<b>TOTAL</b>	1,846,311	928,217	1,108,001	3,882,529	1,860,000
<b>Famine Relief and Insurance—</b>					
32.—Famine Relief . . .	89	1,485	7,611	9,185	...
33.—Protective Works, Railways . . .	...	626,461	...	626,461	...
34.—Protective Works, Irrigation . . .	26	283,191	...	283,217	...
35.—Reduction of Debt . . .	...	581,137	...	581,137	...
<b>TOTAL</b>	115	1,492,274	7,611	1,500,000	...
<b>Expenditure on Productive P. W. (Revenue Account)—</b>					
36.—State Railways (Working Expenses) . . .	...	1,261,037	444,618	1,705,655	...
East Indian Railway (Working expenses) . . .	...	1,996,842	...	1,996,842	...
Eastern Bengal Railway (ditto) . . .	...	...	...	...	...
37.—Guaranteed Railways (Surplus Profits, Land, and Supervision) . . .	...	637,272	...	637,272	...
38.—Irrign. and Navign. (Working expenses) . . .	43	213,482	301,312	514,837	...
39.—Charges in respect of Capital . . .					
(a) Interest on Debt—					
State Railways . . .	...	1,027,074	302,607	1,329,771	...
East Indian Railway . . .	311,593	191,580	...	503,173	320,000
Eastern Bengal Railway . . .	...	1,119	...	1,119	20,000
Irrigation and Navigation . . .	...	382,143	463,181	845,324	...
(b) Annuities in purchase of Guaranteed Railways (including Sinking Funds) . . .	1,203,118	...	...	1,203,118	1,220,000
(c) Guaranteed Railways Interest . . .	3,284,241	12,521	...	3,296,762	3,217,000
<b>TOTAL</b>	4,798,995	5,723,070	1,511,808	12,033,873	4,790,000
Carried over	9,890,626	17,235,414	16,283,334	43,409,377	10,037,000

## Expenditure.

in the General Account.

R10 = £1

BUDGET ESTIMATE, 1884-85.			Increase + Decrease — of Revised as compared with Budget Esti- mates, 1884-85.	BUDGET ESTIMATE, 1885-86.				Increase + Decrease — of Budget, 1885- 86, as compared with Revised Es- timates, 1884-85.
India.	PROVINCIAL AND LOCAL.	TOTAL.		IMPERIAL.		PROVINCIAL AND LOCAL.	TOTAL.	
	India.			England.	India.	India.		
	£	£	£	£	£	£	£	£
800	...	3,927,900	+ 241,100	2,444,100	1,095,600	...	3,539,700	- 388,200
800	3,100	477,000	+ 1,600	2,300	408,000	3,000	413,300	- 63,700
800	3,100	4,404,900	+ 242,700	2,446,400	1,503,600	3,000	3,953,000	- 451,900
3,400	80,500	213,900	- 6,500	...	145,500	78,900	224,400	+ 10,500
5,400	686,700	1,232,100	- 8,000	...	564,300	684,200	1,248,500	+ 16,400
4,500	3,051,700	3,346,600	+ 5,900	500	299,100	3,144,700	3,444,300	+ 97,700
3,000	...	2,946,500	+ 593,600	4,500	2,473,700	...	2,478,200	- 408,300
3,000	76,000	459,600	- 62,100	...	398,400	93,900	492,300	+ 32,700
3,800	59,500	129,400	- 300	44,700	24,200	60,600	129,500	+ 100
1,000	51,700	103,400	+ 4,800	...	61,800	61,700	123,500	+ 20,100
...	111,400	111,400	+ 58,400	...	...	113,500	113,500	+ 2,100
...	136,800	136,800	- 5,200	...	...	133,200	133,200	- 3,600
6,400	6,800	13,200	- 600	...	6,500	6,900	13,400	+ 200
8,700	390,700	701,500	- 25,700	4,300	316,900	408,400	729,600	+ 28,100
8,700	88,000	176,700	+ 200	...	90,900	90,200	181,100	+ 4,400
8,100	4,739,800	9,571,100	+ 554,500	54,000	4,381,300	4,876,200	9,311,500	- 259,600
1,000	105,300	1,254,400	+ 6,900	127,300	1,054,300	107,000	1,288,600	+ 34,200
8,800	700	788,700	- 33,500	232,100	607,300	600	840,000	+ 51,300
8,100	...	88,200	- 500	10,300	77,500	...	87,800	- 400
8,900	106,000	2,131,300	- 27,100	369,700	1,739,100	107,600	2,216,400	+ 85,100
4,900	743,900	1,575,300	- 1,200	237,100	601,000	734,700	1,572,800	- 2,500
5,000	3,128,000	3,294,200	- 84,900	2,300	167,100	3,270,400	3,439,800	+ 145,600
4,500	2,725,300	2,805,800	+ 11,900	...	85,500	2,770,200	2,855,700	+ 49,900
6,700	143,300	487,900	- 29,700	157,400	225,600	140,200	523,200	+ 35,300
5,900	1,194,600	1,210,800	- 26,400	200	14,900	1,277,000	1,292,100	+ 81,300
4,700	...	165,200	- 2,200	300	169,700	...	170,000	+ 4,800
8,000	714,800	737,900	+ 7,400	7,600	16,400	744,000	768,000	+ 30,100
4,300	600	743,300	+ 167,800	29,300	629,200	600	659,100	- 84,200
8,000	183,500	452,000	+ 3,600	19,600	269,600	208,300	497,500	+ 45,500
5,000	8,834,000	11,472,400	+ 46,300	453,800	2,179,000	9,145,400	11,778,200	+ 305,800
8,100	...	680,000	- 26,600	21,300	654,900	...	676,200	- 3,800
8,700	...	215,700	- 5,200	220,000	5,200	...	225,200	+ 9,500
2,500	553,900	2,206,400	+ 500	1,549,000	192,700	570,700	2,312,400	+ 106,000
4,100	375,100	502,700	- 37,100	135,000	- 9,900	383,900	509,000	+ 6,300
8,900	193,800	304,700	+ 4,100	26,000	67,500	196,200	289,700	- 15,000
8,900	1,122,800	3,909,500	- 64,300	1,951,300	910,400	1,150,800	4,012,500	+ 103,000
...	12,000	12,000	+ 12,000	...	...	33,000	33,000	+ 21,000
8,100	...	898,100	- 240,500	...	500,000	...	500,000	- 398,100
8,000	...	270,600	- 39,500	...	287,300	...	287,300	+ 16,700
9,300	...	319,300	+ 18,000	...	679,700	...	679,700	+ 360,400
8,000	12,000	1,500,000	- 250,000	...	1,467,000	33,000	1,500,000	...
7,000	599,300	1,886,300	+ 53,600	...	1,629,000	640,600	2,270,500	+ 384,200
3,000	...	1,891,300	- 161,200	...	1,826,500	...	1,826,500	- 64,800
8,000	...	180,000	- 20,000	...	232,500	...	232,500	+ 52,500
8,100	...	495,100	- 34,900	...	516,000	...	516,000	+ 20,900
8,900	343,900	581,800	+ 19,700	...	251,100	342,000	593,100	+ 11,300
8,800	339,600	1,409,400	- 16,100	...	1,145,400	369,900	1,515,300	+ 105,900
8,000	...	531,800	+ 700	330,700	220,000	...	550,700	+ 18,900
7,000	...	64,100	+ 30,400	33,200	62,300	...	95,500	+ 31,400
8,300	470,900	875,200	- 4,600	...	426,000	480,800	906,800	+ 31,600
...	...	1,220,600	- 34,500	1,317,300	...	...	1,317,300	+ 96,700
8,100	...	3,222,400	- 17,000	3,205,000	4,400	...	3,209,400	- 13,000
8,000	1,753,700	12,358,000	- 184,800	4,886,200	6,314,100	1,833,300	13,033,600	+ 675,600
8,000	17,71,400	45,347,200	+ 317,300	10,101,400	18,494,500	17,149,300	45,805,200	+ 458,000

## Abstract B.—Details

	ACCOUNTS, 1893-84.				REVENUE
	IMPERIAL.		PROVINCIAL AND LOCAL <sup>1</sup>	TOTAL.	EXPENDITURE
	England.	India.	India.		
	£	£	£	£	£
Brought forward	9,890,629	17,235,414	16,283,334	43,409,377	10,031,714
<b>Expenditure on Public Works not classed as Productive—</b>					
40.—State Railways (Capital Account) . . . . .	...	79,040	—473,367	—394,327	...
41.—State Railways (Working and Maintenance) . . . . .	...	147,626	10,075	157,701	...
42.—Subsidised Railways . . . . .	27,801	47,616	6,957	82,374	36,000
Southern Mahratta Railway . . . . .	...	85,568	...	85,568	...
43.—Frontier Railways . . . . .	97	102,832	...	102,929	138,000
44.—Irrigation and Navigation . . . . .	1,591	513,861	235,452	750,904	...
45.—Military Works . . . . .	5,825	1,012,303	...	1,018,128	...
46.—Civil Buildings, Roads, and Services . . . . .	86,515	1,005,360	3,685,569	4,777,444	6,700,000
<b>TOTAL</b> . . . . .	121,829	2,994,206	3,464,686	6,580,721	246,000
<b>Army Services—</b>					
47.—Army . . . . .	5,017,422	11,904,292	...	16,921,714	3,975,000
48.—Military Operations in Egypt . . . . .	6,162	47,874	...	54,036	...
<b>TOTAL</b> . . . . .	5,023,584	11,952,166	...	16,975,750	3,975,000
49.—Exchange on Transactions with London . . . . .	...	3,838,756	...	3,838,756	...
<b>TOTAL</b> . . . . .	15,036,042	36,020,542	19,748,020	70,804,604	14,258,000
		51,056,584			
Surpluses . . . . .		+ 1,387,496	+ 123,501	...	...
Deficits . . . . .		...	—588,180	...	...
<b>TOTAL AS PER ABSTRACT A</b> . . . . .		52,444,080	19,283,341	...	...
<b>Expenditure on Productive Public Works (Capital Account)—</b>					
50.—State Railways . . . . .	769,728	2,233,343	...	3,003,071	900,000
East Indian Railway . . . . .	510,319	233,298	...	743,617	340,000
Eastern Bengal Railway . . . . .	55,942	...	...	55,942	1,000,000
51.—Irrigation and Navigation . . . . .	8,573	701,111	...	709,684	...
Madras Irrigation and Canal Company's undertakings . . . . .	12,785	...	...	12,785	...
52.—Miscellaneous Public Improvements . . . . .	...	—533,070	...	—533,070	...
<b>TOTAL</b> . . . . .	1,357,347	2,634,682	...	3,992,029	2,230,000



## Expenditure—continued.

R10=£1

BUDGET ESTIMATE, 1884-85.			Increase + Decrease - of Revised as compared with Budget Esti- mates, 1884-85.	BUDGET ESTIMATE, 1885-86.				Increase + Decrease - of Budget, 1885- 86, as compared with Revised Es- timates, 1884-85.
India.	PROVINCIAL AND LOCAL.	TOTAL.		IMPERIAL.		PROVINCIAL AND LOCAL.	TOTAL.	
	India.			England.	India.	India.		
£	£	£	£	£	£	£	£	£
8,800	16,571,400	45,347,200	+317,300	10,161,400	18,494,500	17,149,300	45,805,200	+458,000
3,500	97,600	191,100	+24,400	...	86,400	311,600	398,000	+206,900
8,200	12,700	175,900	-800	...	104,900	15,000	119,900	-56,000
0,700	13,900	91,000	+2,600	...	27,500	12,300	39,800	-51,200
3,300	...	148,300	+58,800	141,000	80,300	...	221,300	+73,000
...	...	138,700	+211,700	400,000	100,000	...	500,000	+361,300
5,300	226,800	782,300	+29,900	1,200	523,800	182,300	707,300	-75,000
9,600	...	973,400	+50,400	2,200	1,088,300	...	1,090,500	+117,100
7,100	3,564,600	4,009,000	+103,700	75,900	502,900	3,537,700	4,116,500	+47,500
7,700	3,915,600	6,569,700	+480,700	620,300	2,514,100	4,058,900	7,193,300	+623,600
3,200	...	15,970,200	-128,400	3,572,900	12,161,500	...	15,734,400	-235,800
...	...	...	...	...	...	...	...	...
3,200	...	15,970,200	-128,400	3,572,900	12,161,500	...	15,734,400	-235,800
2,900	...	3,252,900	-285,200	...	3,573,600	...	3,573,600	+320,700
1,600	20,487,000	71,140,000	+384,400	14,354,600	36,743,700	21,208,200	72,306,500	+1,166,500
3,000	...	...	...	51,098,300		...	...	...
...	+119,200	...	...	+508,100		+28,900	...	...
3,200	-551,800	...	...	...		-753,100	...	...
3,800	20,054,400	...	...	51,606,400		20,484,000	...	...
3,300	...	3,080,600	-195,000	862,100	1,900,600	...	2,762,700	-317,900
3,000	...	619,000	+79,000	...	340,000	...	340,000	-270,000
3,000	...	1,271,200	+1,271,200	350,900	132,100	...	483,000	-788,200
3,600	...	761,600	-187,200	6,000	813,700	...	819,700	+58,100
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
9,900	...	5,732,400	+968,000	1,219,000	3,186,400	...	4,405,400	-1,327,000

## Abstract C.—Details of Receipts and Disbursements

The figures in thick type are

	ACCOUNTS, 1883-84.			REVISED ESTIMATE, 1884-85.			BUDGET ESTIMATE, 1885-86.		
	England.	India.	Total.	England.	India.	Total.	England.	India.	Total.
	£	£	£	£	£	£	£	£	£
Revenue (from Abstract A)	265,785	71,461,636	71,727,421	267,500	69,723,700	69,991,200	197,900	71,892,500	72,090,400
Permanent Debt incurred—									
Sterling Debt—									
(a) E. I. R. and E. B. R.									
Debt—									
3½ p. c. Redemption	591,001	...		144,800	...		...	...	
Stock	...	...		222,000	...		...	...	
3 p. c. Redemption	...	...		811,600	...		...	...	
Stock	...	...		95,000	...		...	...	
Debenture and De-	...	...		3,000,000	...		2,225,000	...	
benture Stock	...	...		...	...		...	...	
(b) Other Debt—	...	...		...	...		...	...	
3½ p. c. Stock	...	...		...	...		...	...	
3 p. c. Stock	...	...		...	...		...	...	
Proposed Loan	...	...		...	...		...	...	
Rupee Debt—	...	2,500,019		...	8,200		...	...	
4 p. c. Loans	...	24,713		...	...		...	...	
4 p. c. Stock Notes	...	51		...	...		...	...	
Miscellaneous	...	...		...	...		...	...	
TOTAL	591,001	2,524,783	3,115,784	4,273,400	8,200	4,281,600	2,225,000	...	2,225,000
NET	...	...	3,062,953	...	...	1,155,400	...	...	2,225,000
Unfunded Debt—									
Temporary Loans	1,250,000	...		750,000	...		...	...	
Special Loans	...	...		...	...		...	...	
Treasury Notes and	4,339	901,258		4,600	1,048,600		4,800	940,200	
Service Funds	...	2,479,857		...	3,020,700		...	3,402,200	
Savings Bank Deposits	...	...		...	...		...	...	
TOTAL	1,254,339	3,381,115	4,635,454	754,600	4,069,300	4,823,900	4,800	4,342,400	4,823,900
NET	...	...	358,480	...	...	855,000	...	...	640,000
Deposits and Advances—									
Unspent Balances of	...	123,501		...	119,200		...	28,000	
Provincial Allotments	...	...		...	...		...	...	
Commission for the Re-	...	581,137		...	319,300		...	679,700	
duction of Debt	...	703,554		...	584,000		...	569,300	
Excluded Local Funds	...	...		...	...		...	...	
Political, Railway, and	...	25,112		...	39,400		...	31,300	
Military Prize Funds	...	...		...	...		...	...	
Departmental and Judi-	...	14,447,224		...	15,951,100		...	15,726,000	
cial Deposits	...	5,828,645		...	9,605,700		2,000	9,936,500	
Advances	6,802	47,828		3,200	5,000		...	1,000	
Suspense Accounts	...	642,966		250,000	617,100		250,000	38,300	
Miscellaneous	1,004,594	...		...	...		...	...	
TOTAL	1,011,396	22,459,967	23,471,363	253,200	27,240,800	27,494,000	252,000	27,026,900	27,276,900
NET	...	...	0	...	...	725,300	...	...	248,000
Loans to Municipalities,									
Native States, &c.	...	278,702	278,702	...	261,600	261,600	...	376,900	376,900
NET	...	...	171,960	...	...	12,700	...	...	12,700
Capital of Guaranteed and									
Subsidized Companies	1,752,221	1,732,940		1,148,500	1,715,900		3,464,800	1,612,900	
Capital of Southern	151,480	300		1,704,500	3,200		...	2,300	
Mahratta Railway	...	3,958		...	...		...	...	
Western Decan Rail-	...	...		...	...		...	...	
way	...	...		...	...		...	...	
TOTAL	1,903,701	1,737,198	3,640,899	2,853,000	1,719,100	4,572,100	3,464,800	1,615,200	5,079,000
NET	...	...	0	...	...	0	...	...	0
Carried over	5,026,222	101,843,401		8,401,700	103,022,700		6,144,500	105,253,000	

er than Revenue and Expenditure.

appear in the General Account.

 $R_{10} = £1$ 

	ACCOUNTS, 1883-84.			REVISED ESTIMATE, 1884-85.			BUDGET ESTIMATE, 1885-86.		
	England.	India.	Total.	England.	India.	Total.	England.	India.	Total.
Expenditure (from Ab-	£	£	£	£	£	£	£	£	£
Provincial Sur-	15,036,042	55,768,562	70,804,604	14,258,400	56,881,600	71,140,000	14,354,600	57,951,900	72,306,500
transferred to	...	+123,501	+123,501	...	+119,200	+119,200	...	+28,900	+28,900
positions—	...	...	...	...	...	...	...	...	...
Provincial Defi-	...	-588,180	-588,180	...	-551,800	-551,800	...	-753,100	-753,100
charged against	...	...	...	...	...	...	...	...	...
Public Works	1,357,347	2,634,682	3,992,029	2,231,500	3,500,900	5,732,400	1,219,000	3,186,400	4,405,400
Capital Expenditure	...	...	...	...	...	...	...	...	...
Debt dis-	...	...	...	...	...	...	...	...	...
bursed—	...	...	...	...	...	...	...	...	...
R. & E. B. R.	...	...	...	...	...	...	...	...	...
Debt—	...	...	...	...	...	...	...	...	...
p. c. Redemption	...	...	...	...	...	...	...	...	...
Stock	...	...	...	...	...	...	...	...	...
p. c. Redemption	...	...	...	...	...	...	...	...	...
Stock	...	...	...	...	...	...	...	...	...
Bond and De-	35,140	...	...	84,300	...	...	...	...	...
btment Stock	...	...	...	...	...	...	...	...	...
Other Debt—	...	...	...	3,006,500	...	...	...	...	...
India Debentures	1,400	...	...	1,200	...	...	...	...	...
East India Bonds	3,491	...	...	1,000	...	...	...	...	...
p. c. Stock	...	...	...	...	...	...	...	...	...
p. c. Stock	...	...	...	...	...	...	...	...	...
p. c. Stock	...	...	...	...	...	...	...	...	...
Proposed Loan	...	...	...	...	...	...	...	...	...
Debt—	...	...	...	...	...	...	...	...	...
p. c. Loans	...	1,301	...	...	...	...	...	...	...
p. c. Stock Notes	...	...	...	...	4,200	...	...	...	...
Loans under dis-	...	10,976	...	...	29,000	...	...	28,000	...
charge	...	...	...	...	...	...	...	...	...
Miscellaneous	...	523	...	...	...	...	...	...	...
TOTAL	40,031	12,800	52,831	3,093,000	33,200	3,126,200	...	20,000	20,000
NET	...	...	O	...	...	O	...	...	O
Redeemable Debt—	...	...	...	...	...	...	...	...	...
Savings Loans	1,250,000	...	...	750,000	...	...	...	...	...
Local Loans	...	144,000	...	...	24,000	...	...	...	...
Purchase Notes and	835	681,374	...	800	796,700	...	1,000	759,700	...
Service Funds	...	2,206,765	...	...	2,397,400	...	...	2,938,100	...
Post Office Bank Deposits	...	...	...	...	...	...	...	...	...
TOTAL	1,250,835	3,032,139	4,282,974	750,800	3,218,100	3,968,900	1,000	3,697,800	3,698,800
NET	...	...	O	...	...	O	...	...	O
Grants and Advances—	...	...	...	...	...	...	...	...	...
Current Balances of	...	588,180	...	...	551,800	...	...	753,100	...
Provincial Allotments	...	...	...	...	...	...	...	...	...
Commission for the re-	1,001,393	756,065	...	...	3,000	...	...	2,000	...
mision of Debt	...	784,176	...	...	574,400	...	...	535,300	...
unded Local Funds	...	...	...	...	...	...	...	...	...
Railway, and	...	43,020	...	...	36,200	...	...	34,900	...
Military Prize Funds	...	...	...	...	...	...	...	...	...
Departmental and Ju-	...	14,462,132	...	...	15,914,700	...	...	15,683,900	...
dicial Deposits	...	5,742,645	...	3,200	9,547,800	...	2,000	9,963,500	...
ances	183	231,189	...	...	30,300	...	...	30,100	...
Expense Accounts	...	601,119	...	...	98,300	...	...	38,000	...

## Abstract C.—Details of Receipts and Disbursements

	ACCOUNTS, 1883-84.			REVISED ESTIMATE, 1884-85.			BUDGET ESTIMATE, 1885-86.		
	England.	India.	Total.	England.	India.	Total.	England.	India.	Total.
	£	£	£	£	£	£	£	£	£
Brought forward	5,026,222	101,843,401		8,401,700	103,022,700		6,144,500	105,253,900	
Remittances—									
Inland Money Orders	...	7,313,417		...	8,101,800		...	9,000,000	
Other Local Remittances (net)	...	...		...	28,900		...	14,000	
Other Departmental Accounts	...	998,291		...	874,100		...	1,004,400	
Net Receipts by Civil Treasuries from—									
Post Office	...	464,517		...	605,200		...	462,600	
Guaranteed Railways	...	4,274,510		...	4,218,900		...	3,987,300	
Net Receipts from Civil Treasuries by—									
Telegraph	...	91,027		...	92,300		...	120,000	
Marine	...	225,222		...	171,500		...	211,600	
Military	...	10,786,933		...	11,333,700		...	11,629,600	
Public Works	...	4,547,752		...	5,790,600		...	5,238,300	
Remittance Account between England and India	429,719	1,389,298		423,500	1,307,700		1,088,700	1,400,500	
TOTAL	429,719	30,090,967	30,520,686	423,500	32,530,700	32,954,200	1,088,700	33,068,300	34,157,000
NET	...	...	20,120	...	...	201,100	...	...	790
Secretary of State's Bills drawn	17,599,805	...	17,599,805	13,795,300	...	13,795,300	13,773,700	...	13,773,700
Total Receipts	23,055,746	131,934,368		22,620,500	135,553,400		21,006,900	138,322,200	
Opening Balance	3,429,874	14,821,550		4,113,221	13,199,926		2,213,121	11,920,026	
Grand Total	£ 26,485,620	146,755,918		26,733,721	148,753,326		23,220,021	150,242,226	

FORT WILLIAM,  
DEPT. OF FINANCE AND COMMERCE:  
The 17th March 1885.

E. W. KELLNER,  
Deputy Comptroller General



than Revenue and Expenditure—continued.

R10 = £1

	ACCOUNTS, 1883-84.			REVISED ESTIMATE, 1884-85.			BUDGET ESTIMATE, 1885-86.		
	England.	India.	Total.	England.	India.	Total.	England.	India.	Total.
	£	£	£	£	£	£	£	£	£
Brought forward	20,999,596	86,420,989		23,191,200	92,486,100		19,049,200	93,752,000	
Advances—									
and Money Orders	...	7,288,981		...	8,101,800		...	9,000,000	
per Local Remittances	(Net)	26,441		...	...		...	...	
per Departmental									
Accounts	...	1,015,644		...	875,000		...	1,003,500	
Payments into Civil									
treasuries by—									
Post Office	...	470,026		...	605,200		...	462,600	
Guaranteed Railways	...	4,274,510		...	4,118,900		...	3,987,300	
Issues from Civil									
treasuries to—									
Telegraph	...	92,583		...	92,300		...	120,000	
Marine	...	227,487		...	171,500		...	211,600	
Military	...	10,779,291		...	11,333,700		...	11,629,600	
Public Works	...	4,571,315		...	5,312,100		...	5,238,300	
Remittance Account									
between England and									
India	1,372,803	391,485		1,329,400	713,200		1,474,700	859,100	
TOTAL	1,372,803	29,137,763	30,510,566	1,329,400	31,323,700	32,653,100	1,474,700	32,512,000	33,986,700
NET	...	...	0	...	...	0	...	...	0
Secretary of State's Bills									
	...	17,997,240	17,997,240	...	13,023,500	13,023,500	...	13,773,700	13,773,700
Disbursements	22,372,399	133,555,992		24,520,600	136,833,300		20,523,900	140,037,700	
ing Balance	4,113,221	13,199,926		2,213,121	11,920,026		2,696,121	10,204,526	
Grand Total	26,485,620	146,755,918		26,733,721	148,753,326		23,220,021	150,242,226	

J. WESTLAND,  
Comptroller and Auditor General.

D. BARBOUR,  
Secretary to the Government of India.

**Abstract D.—Account of Provincial and Local Savings charged Revenue, and held at the disposal of Provincial Governments under the Provincial contracts.**

**Provincial and Local Balances.**

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burmah.	Assam.	Bengal.	N.-W. P. & Oudh.	Punjab.	Madras.	Bombay.	Total.
<b>Accounts, 1883-84.</b>	£	£	£	£	£	£	£	£	£	£
Balance at end of 1882-83(a)	9,535	231,818	223,577	117,541	386,226	1,075,960	305,854	710,437	552,947	3,613,908
Added in 1883-84	...	82,108	...	...	...	...	16,205	25,188	...	123,501
Spent in 1883-84	28	...	95,020	5,271	123,533	354,946	...	...	9,382	588,150
Balance at end of 1883-84	9,507	313,926	128,557	112,270	262,693	721,014	322,059	735,625	543,565	3,149,651
<b>Revised Estimate, 1884-85.</b>										
Balance at end of 1883-84 (by Accounts).	9,507	313,926	128,557	112,270	262,693	721,014	322,059	735,625	543,565	3,149,651
Added in 1884-85	...	1,400	...	...	117,800	...	...	...	...	119,200
Spent in 1884-85	2,100	...	105,700	49,700	...	107,800	38,600	140,700	107,200	554,000
Balance at end of 1884-85	7,407	315,326	22,857	62,570	380,493	613,214	283,459	594,925	436,365	2,716,654
<b>Budget Estimate, 1885-86.</b>										
Balance at end of 1884-85 (by Revised Estimate.)	7,407	315,326	22,857	62,570	380,493	613,214	283,459	594,925	436,365	2,716,654
Added in 1885-86	...	...	28,900	...	...	...	...	...	...	28,900
Spent in 1885-86	3,300	64,700	...	13,300	51,000	501,800	57,300	56,400	5,300	734,000
Balance at end of 1885-86	4,107	250,626	51,757	49,270	329,493	111,414	226,159	538,525	431,065	1,999,654

(a) See Appropriation Report, Abstract D.

E. W. KELLNER,  
Deputy Comptroller General.

J. WESTLAND,  
Comptroller and Auditor General.

D. BARBOUR,  
Secretary to the Government of India.

FORT WILLIAM,  
DEPT. OF FINANCE AND COMMERCE;  
The 17th March 1885.

	ACCOUNTS, 1884-85.				REVISED ESTIMATE, 1884-85.				BUDGET ESTIMATE, 1885-86.			
	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.
Land Revenue	22,361,309	221,589	22,140,710	3,329,147	18,811,563	21,546,300	62,300	21,484,000	3,346,600	18,137,400	22,334,200	59,300
Opium	9,556,501	711	9,555,790	1,854,690	7,701,100	8,859,000	700	8,849,300	2,046,500	5,802,800	9,025,500	1,000
Salt	6,145,413	34,597	6,110,816	449,041	5,661,775	6,359,000	28,100	6,321,900	459,600	5,862,300	6,400,000	37,600
Stamps	3,513,211	39,772	3,473,439	109,094	3,364,345	3,578,000	41,700	3,536,300	129,400	3,406,900	3,633,400	44,200
Excise	3,836,661	39,478	3,806,183	92,359	3,713,824	4,013,500	23,200	3,990,300	103,400	3,886,900	4,079,000	21,800
Provincial Rates	2,878,731	10,687	2,868,044	54,547	2,813,497	2,793,500	7,200	2,786,300	111,460	2,674,800	2,856,800	7,800
Customs	1,187,296	31,163	1,156,133	139,345	1,016,788	1,403,000	31,900	998,100	136,800	861,300	1,175,000	33,500
Assessed Taxes	5,200,087	15,968	5,184,119	13,214	496,905	511,800	15,100	496,700	13,200	483,500	514,900	15,300
Forest	1,052,190	2,913	1,049,277	649,375	399,902	982,300	2,600	979,700	701,500	103,000	1,061,000	2,700
Registration	258,455	892	257,563	167,091	90,472	280,800	1,100	279,700	170,700	109,000	281,800	1,200
Tributes from Native States	720,487	...	720,487	...	720,487	695,200	...	695,200	...	695,200	691,300	...
Deduct—Assignments and Compensations	52,037,691	388,270	51,649,421	6,855,593	44,793,828	50,631,800	213,900	50,417,900	8,125,100	42,292,800	52,043,900	224,400
Productive Public Works					1,238,840					1,232,100		
TOTAL NET REVENUE			13,240,597	12,033,873	1,200,634			12,023,900	12,358,000	595,900		
					44,761,712					41,626,600		

## Net Expenditure.

	ACCOUNTS, 1883-84.				REVISED ESTIMATE, 1884-85.				BUDGET ESTIMATE, 1885-86.			
	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.
Interest	4,276,266	...	4,276,266	4,404,900	...	4,404,900	4,404,900	...	4,404,900	3,953,000	...	3,953,000
Post Office, Telegraph & Mint.	1,984,058	1,672,761	311,297	2,131,300	1,789,200	342,100	2,131,300	1,789,200	342,100	2,216,400	1,792,000	423,500
Civil Departments	11,250,038	1,427,779	9,822,259	11,472,400	1,402,100	10,070,300	11,472,400	1,402,100	10,070,300	11,778,200	1,426,300	10,351,900
Miscellaneous Civil Charges	3,882,829	1,512,604	2,369,925	3,000,500	1,309,400	1,691,100	3,000,500	1,309,400	1,691,100	4,012,500	1,346,500	2,666,000
Famine Relief and Insurance	1,500,000	...	1,500,000	1,500,000	...	1,500,000	1,500,000	...	1,500,000	1,500,000	...	1,500,000
Public Works not classed as Productive	6,580,721	879,897	5,700,824	6,569,700	1,008,700	5,561,000	6,569,700	1,008,700	5,561,000	7,193,300	920,400	6,272,900
Army Services	16,975,750	956,232	16,019,518	15,979,200	806,100	15,173,100	15,979,200	806,100	15,173,100	15,734,400	853,400	14,881,000
Exchange on Transactions with London	3,838,756	...	3,838,756	3,252,900	...	3,252,900	3,252,900	...	3,252,900	3,573,600	...	3,573,600
Provincial and Local Surpluses and Deficits	54,288,118	6,449,223	43,838,895	49,210,900	6,435,500	42,775,400	49,210,900	6,435,500	42,775,400	49,961,400	6,339,500	43,621,900
TOTAL NET EXPENDITURE			43,374,216			43,374,216			43,374,216			
Surplus (+) or Deficit (—)			+1,387,496			+1,387,496			—753,100			
			44,761,712			44,761,712						

FORT WILLIAM,  
DEPT. OF FINANCE AND COMMERCE;  
The 17th March 1885.

E. W. KELLNER,  
Deputy Comptroller General.

J. WESTLAND,  
Comptroller and Auditor General.

D. BARBOUR,  
Secretary to the Government of India.

# APPENDIX B.

## FINANCE AND REVENUE ACCOUNTS FOR 1883-84.

### ACCOUNT

OF

### EXCLUDED LOCAL FUNDS FOR 1883-84.

*N.B.*—The figures in the Finance and Revenue Accounts of the Government of India are merely the Banking Accounts of such of these Funds as bank with the Government Treasuries. They are not in any way comparable with the figures shown in these Accounts.

### CONTENTS.

GENERAL ACCOUNT OF EXCLUDED LOCAL FUNDS	Page
DETAILS BY PROVINCES OF CANTONMENT FUNDS	538
"    "    OF TOWN AND BAZAR FUNDS	540
"    "    OF PORT FUNDS	542
"    "    OF MISCELLANEOUS FUNDS	544
	546



## ACCOUNT of EXCLUDED

(The details are given in the following)

	I. Cantonment Funds.	II. Town and Bazar Funds.	III. Port Funds.	IV. Miscellaneous Funds.	TOTAL.
<b>Receipts.</b>					
<b>LAND REVENUE—</b>	£ 17,518	£ 4,569	£ 59,366	£ 23,750	£ 105,203
Income from land, the property of the Funds					
<b>STAMPS—</b>	...	2,851	...	...	2,851
Sale of Stamps					
<b>EXCISE—</b>	2,637	26,447	...	...	29,084
License Fees and Duties					
<b>PROVINCIAL RATES—</b>	1,242	170	...	...	1,412
Rates and Cesses on Lands					
Miscellaneous	...	...	...	326	326
<b>ASSESSED TAXES—</b>	4,774	36,352	...	...	41,126
Taxes upon Houses	6,457	508	74	...	7,039
Licenses on Trades and Professions	11,287	591	...	...	11,878
Chowkidari Tax	30,988	...	...	...	30,988
Octroi	...	...	...	...	...
Miscellaneous (including Taxes on Horses and Carriages)	904	1,163	...	126	2,193
<b>REGISTRATION—</b>	...	164	387	110	661
Fees and Miscellaneous					
<b>POLICE—</b>	3,049	1,470	140	474	5,133
Fees, Fines, and Forfeitures	...	93	...	...	93
Unclaimed property	1,587	1,402	...	1,606	4,595
Miscellaneous (including Cattle-pound Receipts)					
<b>MARINE—</b>	...	...	8,943	1,109	10,052
Hire of Vessels	...	...	35,488	...	35,488
Sale-proceeds of Vessels and Stores	...	...	44,603	...	44,603
Pirontage Receipts	...	...	409,393	9,509	418,902
Other Fees and Dues	...	...	...	...	...
<b>EDUCATION—</b>	...	893	...	9,433	10,326
School-fees	...	15	...	602	617
Miscellaneous	...	...	...	...	...
<b>MEDICAL—</b>	22	664	...	...	686
Hospital Receipts (including sale of Medicines)					
<b>MINOR DEPARTMENTS—</b>	...	...	...	...	...
Agriculture—	...	...	...	...	...
Public Gardens	7	786	...	...	793
Public Exhibitions and Fairs	...	...	...	...	...
<b>SANITATION—</b>	10,812	384	1,136	...	12,332
Conservancy Tax and Fees	2,533	441	...	...	2,974
Sales of Manure, &c.	...	...	...	...	...
<b>WATER-SUPPLY—</b>	7	4	6,375	...	6,386
Sale of Water					
<b>INTEREST—</b>	...	1,361	6,008	9,713	17,082
Interest on Government Securities and other Investments					
<b>MISCELLANEOUS—</b>	15	2	949	...	966
Sales of old Materials	440	1,682	2,500	471	5,093
Sales of Land and Houses	7,331	6,647	40,869	4,362	68,209
Contributions (including Grants-in-aid from Government)	1,447	16,116	38,895	241	56,699
Rents of Houses	12,814	374	115	2	13,305
Sales of Fruit, Grass, &c.	8,068	1,002	9,102	2,768	25,940
Miscellaneous	...	...	...	...	...
<b>PUBLIC WORKS—</b>	421	789	222,195	50,264	273,669
Tolls and Ferries	...	209	15,175	18	15,402
Miscellaneous	...	...	...	...	...
<b>DEPOSITS AND ADVANCES—</b>	124,380	107,149	910,803	119,684	1,262,016
Loans by Public Subscription	...	...	107,796	...	107,796
Sale-proceeds of Investments	...	...	...	4,500	4,500
Stock Accounts	...	...	376	...	376
Other Deposits and Advances	900	292	44,088	73	45,347
<b>TOTAL RECEIPTS</b>	£ 125,280	£ 107,441	£ 1,063,058	£ 124,456	£ 1,420,235
<b>OPENING BALANCE</b>	£ 39,278	£ 51,415	£ 418,818	£ 50,124	£ 559,635
<b>GRAND TOTAL</b>	£ 164,558	£ 158,856	£ 1,481,876	£ 174,580	£ 1,070,870

## LOCAL FUNDS for 1883-84.

(Statements marked I to IV.)

	I. Cantonment Funds.	II. Town and Bazar Funds.	III. Port Funds.	IV. Miscellaneous Funds.	TOTAL.
<b>Disbursements.</b>	£	£	£	£	£
INTEREST—					
Interest upon Debt	...	100	242,970	14,176	257,248
REFUNDS—					
Refunds of Taxes	39	2	429	...	470
Miscellaneous Refunds	88	435	461	18,630	19,614
CHARGES OF COLLECTION OF REVENUE—					
Excise Establishments	18	...	...	269	287
Rate and Cess Collecting Establishments	206	2,145	...	...	2,441
Other Collecting Establishments	625	903	49,214	5,508	56,250
GENERAL ADMINISTRATION—					
Establishments engaged in General Management and Accounts	10,676	3,101	28,401	4,269	46,447
Contributions towards Establishment in Government Offices	47	599	374	350	1,370
LAW AND JUSTICE—					
Criminal Courts	...	2,714	...	1,282	3,996
Jails	4	1,456	...	...	1,460
POLICE—					
Executive Force	19,420	19,543	6,118	2,424	47,505
Miscellaneous (including Cattle-pounds)	1,029	3,027	43	1,898	5,997
MARINE—					
Dockyard and Port Establishments	...	...	101,074	3,104	104,178
Pilotage Establishments	...	...	29,823	...	29,823
Ship and Boat Establishments	...	...	47,078	2,503	49,581
Light-houses and Light-ships	...	...	13,754	...	13,754
Building, purchase, and repair of Ships	...	...	94,107	...	94,107
Miscellaneous	...	...	67,988	1,596	69,584
EDUCATION—					
Inspection	...	17	...	40	57
Colleges and Schools	...	6,599	...	14,342	20,941
Scholarships and Prizes	...	595	...	1,395	1,990
Grants-in-aid	44	1,292	...	67	1,403
MEDICAL—					
Professional Establishment	...	1,106	510	57	1,763
Hospitals and Dispensaries	11,014	4,827	...	4,527	20,368
Vaccination	1,023	1,140	...	24	2,187
Medical Schools	...	36	...	...	30
MINOR DEPARTMENTS—					
Public Gardens (Establishment and other Charges)	4,915	1,271	...	...	6,786
Cemetery (Establishment and other Charges)	578	...	...	...	578
Public Fairs and Exhibitions	16	347	...	...	363
Conservancy (Establishment and other Charges)	44,060	17,258	781	...	62,099
Water-supply (Establishment and other Charges)	275	41	1,933	...	2,249
Statistical Establishments	...	230	...	...	230
SUPERANNUATIONS—					
Pensions and Gratuities	121	483	2,450	715	3,769
MISCELLANEOUS—					
Pents, Rates, and Taxes	...	...	33,855	868	34,723
etty Establishments	356	4,972	...	67	5,395
Miscellaneous	11,126	7,827	32,477	25,070	76,500
PUBLIC WORKS—					
Supervising Establishment, Tools and Plant	455	2,733	25,344	1,150	29,682
Stock not chargeable to any particular work	...	...	...	...	...
Original Works—					
Buildings	...	5,508	5,907	6,557	...
Roads	4,998	14,579	47,143	...	295,391
Port Appliances	...	...	151,573	...	...
Other Works	...	1,624	57,162	250	...
Maintenance and Repairs—					
Buildings	...	...	4,673	1,526	...
Roads	...	...	1,010	1,287	...
Port Appliances	19,498	13,867	7,437	...	74,497
Other Works	...	...	17,217	3,234	...
Petty Construction and Repairs	...	...	3,086	753	...
DEPOSITS AND ADVANCES—					
Repayment of loans from Government	130,721	121,067	1,075,481	117,940	1,445,209
Repayment of loans from the public	...	338	15,488	33,500	49,326
Investment in Government Securities or otherwise	...	...	8,719	...	8,719
Stock Account	...	...	21,354	4,673	26,027
Other Deposits and Advances	995	552	8,347	...	8,347
	...	...	28,594	50	29,601
TOTAL DISBURSEMENTS	£ 131,716	£ 121,057	£ 1,157,483	£ 156,163	£ 1,567,419
CLOSING BALANCE	£ 32,842	£ 36,899	£ 324,393	£ 18,417	£ 412,551
GRAND TOTAL	£ 164,558	£ 158,856	£ 1,481,876	£ 174,580	£ 1,979,876

## I.—Account of CANTONMENT FUNDS for 1883-84.

	India.	Central Provinces.	British Burmah.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<b>Receipts.</b>										
<b>LAND REVENUE—</b>										
Income from land, the property of the Funds	£ 2,318	...	£ 24	...	£ 375	£ 6,825	£ 7,369	£ 6	£ 401	£ 17,518
<b>Excise—</b>										
License Fees and Duties	2,293	...	...	...	...	...	...	...	344	2,637
<b>PROVINCIAL RATES—</b>										
Rates and Cesses on Lands	30	1,809	...	...	...	...	...	...	...	1,242
<b>Assessed Taxes—</b>										
Taxes upon houses	863	...	57	...	...	2,766	1,042	...	3,937	4,774
Licenses on Trades and Professions	2,442	...	...	123	207	3,219	2,102	...	...	6,457
Chowkidari Tax	2,477	...	...	...	2,801	4,759	14,580	...	565	11,287
Octroi	5,741	1,659	...	...	...	192	202	...	4,243	30,988
Miscellaneous (including Taxes on Horses and Carriages)	97	10	34	3	147	...	...	...	219	904
<b>POLICE—</b>										
Fees, Fines, and Forfeitures	207	...	314	19	473	385	1,127	87	444	3,049
Miscellaneous (including Cattle-pound Receipts)	151	253	12	167	262	339	218	61	124	1,587
<b>MEDICAL—</b>										
Hospital Receipts (including sale of Medicines)	2	...	...	...	...	...	...	...	20	22
<b>MINOR DEPARTMENTS—</b>										
<b>Agriculture—</b>										
Public Gardens	...	...	...	7	...	...	...	...	...	7
<b>Sanitation—</b>										
Conservancy Tax and Fees	1,444	615	163	18	...	3,752	1,015	78	3,727	10,812
Sales of Manure, &c.	28	134	...	3	2	431	341	34	1,560	2,533
Water-supply—										
Sale of Water	...	...	...	...	...	...	...	7	...	7
<b>MISCELLANEOUS—</b>										
Sales of old Materials	...	...	...	...	...	...	...	...	15	15
Sales of Land and Houses	78	...	...	...	...	...	...	...	362	440
Contributions (including Grants-in-aid from Government)	535	1,559	1,467	254	107	798	642	780	1,189	7,331
Rents of Houses	348	335	129	...	...	...	...	...	615	1,447
Sales of Fruit, Grass, &c.	346	793	1,044	79	841	4,785	3,052	261	1,631	12,534
Miscellaneous	2,871	321	132	49	684	1,568	1,283	29	1,431	8,068
<b>PUBLIC WORKS—</b>										
Tolls and Ferries	371	...	...	...	50	...	...	...	...	421
<b>DEPOSITS AND ADVANCES—</b>										
Other Deposits and Advances	900	...	...	...	...	...	...	...	...	900
<b>TOTAL RECEIPTS</b>	£ 23,145	6,888	1,803	715	5,949	29,819	32,979	1,343	20,549	£ 125,280
<b>OPENING BALANCE</b>	£ 8,711	2,064	880	186	1,109	9,708	7,824	47	8,706	£ 30,278
<b>CLOSING BALANCE</b>	£ 31,856	8,952	4,782	851	7,142	39,527	40,803	1,390	29,255	£ 154,558

Refunds —	16																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									</
-----------	----	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----



## 11.—Account of TOWN and BAZAR FUNDS for 1883-84.

	India.	Central Provinces.	British Burmah.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<b>Receipts.</b>										
LAND REVENUE—										
Income from land, the property of the Funds	490	...	1,070	...	2,861	...	...	...	148	4,569
STAMPS—	2,851	...	...	...	...	...	...	...	...	2,851
Sale of Stamps	19,266	...	7,181	...	...	...	...	...	...	26,447
Excise—	170	...	...	...	...	...	...	...	...	170
License Fees and Duties	205	...	5,419	...	...	30,163	283	...	282	36,352
PROVINCIAL RATES—	126	...	...	...	...	374	308	...	8	591
Assessed Taxes—	283	...	...	...	...	...	...	...	270	1,163
Taxes upon Houses	18	...	...	...	...	...	...	...	...	164
Licenses on Trades and Professions	164	...	...	...	...	...	...	...	...	1,470
Chonkidari Tax	1,079	...	...	...	...	...	...	...	2	93
Miscellaneous (including Taxes on Horses and Carriages)	683	...	...	...	...	...	...	...	10	1,402
REGISTRATION—	...	...	...	...	...	...	...	...	...	893
Fees and Miscellaneous	...	...	...	...	...	...	...	...	...	15
POLICE—	...	...	...	...	...	...	...	...	...	664
Fees, Fines and Forfeitures	...	...	...	...	...	...	...	...	...	786
Unclaimed Property	...	...	...	...	...	...	...	...	...	384
Miscellaneous (including Cattle-pound Receipts)	...	...	...	...	...	...	...	...	107	441
EDUCATION—	...	...	...	...	...	...	...	...	...	4
School-fees	...	...	...	...	...	...	...	...	...	1,361
Miscellaneous	...	...	...	...	...	...	...	...	...	2
MEDICAL—	...	...	...	...	...	...	...	...	...	1,682
Hospital Receipts (including sale of Medicines)	...	...	...	...	...	...	...	...	...	6,647
MINOR DEPARTMENTS—	...	...	...	...	...	...	...	...	...	16,116
Agriculture—	...	...	...	...	...	...	...	...	...	374
Public Exhibitions and Fairs	...	...	...	...	...	...	...	...	...	1,002
Sanitation—	...	...	...	...	...	...	...	...	...	789
Conservancy Tax and Fees	...	...	...	...	...	...	...	...	...	209
Sales of Manure, &c.	...	...	...	...	...	...	...	...	...	292
Water-supply—	...	...	...	...	...	...	...	...	...	...
Sale of Water	1,313	...	...	...	...	...	...	...	...	...
INTEREST—	...	...	...	...	...	...	...	...	...	...
Interest on Government Securities and other Investments	...	...	...	...	...	...	...	...	...	...
MISCELLANEOUS—	...	...	...	...	...	...	...	...	...	...
Sales of old Materials	65	...	1,601	...	...	...	...	...	...	...
Sale of Land and Houses	...	...	4,565	...	...	...	...	...	...	...
Contributions (including Grants-in-aid from Government)	58	...	15,091	...	106	431	...	...	...	...
Rents of Houses	229	...	184	...	...	25	...	...	...	...
Sales of Fruit, Grass, &c.	...	...	262	...	...	412	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	...	...
PUBLIC WORKS—	...	...	...	...	...	...	...	...	...	...
Tolls and Ferries	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	...	...
DEPOSITS AND ADVANCES—	...	...	...	...	...	...	...	...	...	...
Other Deposits and Advances	176	...	...	...	...	...	...	...	...	...
TOTAL RECEIPTS	27,269	...	39,955	1,069	3,072	32,723	591	...	2,762	107,441
OPENING BALANCE	7,303	...	38,170	609	630	6,398	396	...	810	51,415
CLOSING BALANCE	...	...	75,115	1,678	3,702	39,121	987	...	3,572	158,856

[illegible]

## III.—Account of PORT FUNDS for 1883-84.

	India.	Central Provinces.	British Burmah.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<b>Receipts.</b>	£	£	£	£	£	£	£	£	£	£
<b>LAND REVENUE—</b>										
Income from land, the property of the Funds	...	...	...	...	12,480	...	...	...	46,886	59,366
<b>ASSESSED TAXES—</b>										
Licenses on Trades and Professions	...	...	...	...	...	...	...	...	74	74
<b>REGISTRATION—</b>										
Fees and Miscellaneous	...	...	...	...	...	...	...	...	387	387
<b>POLICE—</b>										
Fees, Fines, and Forfeitures	...	...	121	...	...	...	...	...	19	140
<b>MARINE—</b>										
Hire of Vessels	...	...	202	...	2,620	...	...	...	6,031	8,943
Sale-proceeds of Vessels and Stores	...	...	508	...	...	...	...	...	34,271	35,488
Pilotage Receipts	...	...	14,109	...	3,037	...	...	...	1,178	44,663
Other Fees and Dues	...	...	65,864	...	20,178	...	...	42,430	99,921	409,363
<b>MINOR DEPARTMENTS—</b>										
Sanitation	...	...	...	...	...	...	...	...	1,136	1,136
Conservancy Tax and Fees	...	...	...	...	...	...	...	...	6,375	6,375
Water-supply—										
Sale of Water	...	...	...	...	...	...	...	...	1,383	6,008
<b>INTEREST—</b>										
Interest on Government Securities and other Investments	...	...	...	...	4,425	...	...	...	...	...
<b>MISCELLANEOUS—</b>										
Sales of old Materials	...	...	181	...	768	...	...	...	...	949
Sales of Land and Houses	...	...	...	...	...	...	...	...	2,500	2,500
Contributions (including Grants-in-aid from Government)	...	...	1,471	...	48,398	...	...	...	...	49,869
Rents of Houses	...	...	...	...	4,697	...	...	...	34,198	38,895
Sales of Fruit, Grass, &c.	...	...	...	...	...	...	...	...	115	115
Miscellaneous	...	...	1,102	...	2,319	...	...	...	5,681	9,102
<b>PUBLIC WORKS—</b>										
Tolls and Ferries	...	...	...	...	...	...	...	...	222,195	222,195
Miscellaneous	...	...	...	...	...	...	...	121	15,053	15,175
<b>DEPOSITS AND ADVANCES—</b>										
Loans by Public Subscription	...	...	...	...	92,308	...	...	...	15,488	107,796
Stock Account	...	...	376	...	...	...	...	...	...	376
Other Deposits and Advances	...	...	475	...	20,605	...	...	...	23,003	44,083
<b>TOTAL RECEIPTS</b>	£	£	84,590	...	392,835	...	...	44,438	541,195	1,063,058
<b>OPENING BALANCE</b>	£	£	24,207	...	125,258*	...	...	74,220	195,103	418,818
<b>CASH AND TOTAL</b>	£	£	108,857	...	518,093	...	...	118,658	736,298	1,481,876





## IV.—Account of MISCELLANEOUS FUNDS for 1883-84.

	India.	Central Provinces.	British Burmah.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<b>Receipts.</b>										
<b>LAND REVENUE—</b>										
Income from land, the property of the Funds	£	£	£	£	£	£	£	£	£	£
<b>PROVINCIAL RATES—</b>										
Miscellaneous	326	...	15,856	...	6,000	...	1,236	658	...	23,750
<b>ASSESSED TAXES—</b>										
Miscellaneous (including Taxes on Horses and Carriages)	126	...	...	...	...	...	...	...	...	326
<b>REGISTRATION—</b>										
Fees and Miscellaneous	...	...	...	...	...	...	...	...	...	126
<b>POLICE—</b>										
Fees, Fines, and Forfeitures	...	462	...	...	...	...	1,666	...	12	474
Miscellaneous (including Cattle-pound Receipts)	...	...	...	...	...	...	...	...	...	1,006
<b>MARINE—</b>										
Hire of Vessels	...	...	...	...	1,109	...	...	...	...	1,109
Other Fees and Dues	...	...	...	...	8,276	...	...	...	1,203	9,599
<b>EDUCATION—</b>										
School-fees	81	...	...	...	174	...	...	9,178	...	9,433
Miscellaneous	...	...	...	...	1	...	...	540	...	602
<b>INTEREST—</b>										
Interest on Government Securities and other Investments	146	...	...	401	7,394	64	754	341	613	9,713
<b>MISCELLANEOUS—</b>										
Sales of Land and Houses	...	...	471	...	...	...	...	...	...	471
Contributions (including Grants-in-aid from Government)	...	...	...	...	...	1,960	...	640	1,762	4,362
Rents of Houses	184	...	...	...	57	...	...	...	...	241
Sales of Fruit, Grain, &c.	...	...	...	...	...	830	3,415	59	213	7,768
Miscellaneous	...	...	170	...	3,079	...	...	...	...	50,264
<b>PUBLIC WORKS—</b>										
Tolls and Ferries	...	...	...	...	50,264	...	...	18	...	18
Miscellaneous	...	...	...	...	...	...	...	4,500	...	4,500
<b>DEPOSITS AND ADVANCES—</b>										
Sale-proceeds of Investments	...	...	...	...	70	...	...	...	...	72
Other Deposits and Advances	...	...	...	...	...	...	...	...	...	...
<b>TOTAL RECEIPTS</b>	865	462	16,607	464	76,424	2,854	7,011	15,996	3,813	124,456
<b>OPENING BALANCE</b>	343	619	21,924	687	15,961	2,587	4,131	2,420	1,432	56,124
<b>GRAND TOTAL</b>	1,208	1,081	38,531	1,151	92,385	5,441	11,142	18,416	5,245	174,580

\* This balance is less than the closing balance of 1882-83 by £17,056, owing to the transfer of the "Revenue Talluana" and "Putwari Fees" Funds from



APPENDIX C.

FINANCE AND REVENUE ACCOUNTS FOR 1883-84.

---

ACCOUNT

OF

MUNICIPALITIES FOR 1883-84.

*N.B.*—The figures in the Finance and Revenue Accounts of the Government of India are merely the Banking Accounts of such of these Municipalities as bank with the Government Treasuries. They are not in any way comparable with the figures shown in these Accounts.

## ACCOUNT OF MUNICIPALITIES for 1883-84.

## Receipts.

By Balance in hand at the close of last year—(a)  
On account of Deposits payable on demand.  
On account of Municipal Balance

## TOTAL CASH BALANCE

## A.—MUNICIPAL TAXES.

- 1.—Octroi
- 2.—Assessed Taxes—  
(e.g., Conservancy Cess, Licenses on Trades, &c.,  
in the following details)  
Arrear collections for the previous year  
Collections for the current year  
Penalties
- 3.—Tax on Houses and Lands
- 4.—Tax on Vehicles
- 5.—Tax on Animals
- 6.—Other Taxes, Tolls, &c.
- 7.—Water Rate

## B.—MISCELLANEOUS RECEIPTS.

- 1.—Realizations under special Acts
- 2.—Proceeds of Land, &c.
- 3.—Income derived from Ma-kets, &c.—  
(Rents, fees, sale of refuse, &c.)
- 4.—Conservancy and road cleaning—  
(Fees, sale proceeds of night-soil, street refuse, &c.)
- 5.—Municipal Fines
- 6.—Sundries—  
Rents of Municipal Lands, Government Grants, Receipts from Public Gardens, &c.)

## TOTAL REVENUE

## C.—DEBT.

- 1.—Loans
- 2.—Deposits—  
(Contractors, salaries unpaid, &c.)
- 3.—Advances

TOTAL RECEIPTS  
GRAND TOTAL

India.	Central Provinces.	British Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
£	£	£	£	£	£	£	£	£	£
10,911	29,385	7,202 9,401	3,551	9,578 129,402	413 57,527	21,700 96,849	7,173 25,716	13,490 125,441	50,646 488,743
10,911	29,385	16,783	3,551	139,480	57,940	118,549	32,989	138,931	548,389
14,254	58,795	...	...	...	176,596	296,320	...	239,511	785,476
298 1,143	7 1,613	1,222 13,812	18 3	2,451 57,452 687	661 22,964 57	51 1,263	1,501 18,115 227	3,771 65,377 5	10,052 181,756 943
513 25	1,765 110	30,009 4,786	2,526 1,138	309,982 20,581	2,709 1,000	9,523	77,389 6,970	124,554 33,672	559,870 67,584
16	...	...	55	11,021	...	...	7,185	3,160	22,608
7	91	2,000	2,219	15,591	2,216	...	3,460	17,495	77,099
4	453	8,951	45	40,973	...	61	12,524	57,786	120,797
184	...	2,345	1,874	6,139	5,973	229	888	2,770	10,839
764	5,459	31,818	1,70	4,567	1,707	2,815	805	20,762	31,034
6 377	8,305 402	200 995	9 62	23,408 6,763 3,845	3,333 5,408 1,954	7,729	7,489	28,557	110,401
1,718	4,778	75,954	2,211	82,707	42,245	28,697	46,142	61,769	346,331
19,328	81,776	173,093	11,194	587,157	667,053	295,843	222,612	667,638	2,325,694
1,750 124	6,247 5 4,901	56,133 868 12,876	1,500 6 ...	20,987 18,285 38,623	...	9,437 202 77	30,000 30,216 18,645	19,150 39,464 176,090	143,454 90,971 251,465
21,202	92,920	242,059	12,700	665,052	667,377	305,559	301,473	902,342	2,811,584
32,113	122,314	259,703	16,251	804,532	325,317	424,108	34,362	1,041,273	3,359,073

(a) By Balance in hand at the close of last year—(a) owing to revision and correction of the accounts of last year and the opening of a new



## Disbursements.

## A.—GENERAL ESTABLISHMENT.

- 1.—Office Establishment, Inspection, Honorary Magistrate's Establishment, &c.  
 2.—Collection of Municipal Taxes (Establishment, purchase of account books and paper, money boxes, repair to outposts, &c.)

## B.—PUBLIC SAFETY.

- 1.—Fire (Establishment, purchase of fire-engine, buckets, repairs, &c.)  
 2.—Lighting (Establishment, purchase of lamps, oil, repairs, &c.)  
 3.—Police (Establishment, purchase of clothing, lanterns, &c., repairs to outposts, &c.)

## C.—PUBLIC HEALTH.

- 1.—Buildings and other works—  
 (Erection of slaughter houses, latrines, &c.)  
 2.—Repairs (to market dispensary, &c.)  
 3.—Maintenance of Medical Institutions—  
 (Dispensary Establishment, purchase of medicines, &c.)  
 4.—Vaccination (Establishment)  
 5.—Water Works (Establishment, repairs)  
 6.—Road-watering (Establishment, purchase of water-carts, repairs, &c.)  
 7.—Road cleaning (Establishment, purchase and repair of dust bins, &c.)  
 8.—Conservancy (Establishment, repairs, purchase of carts, dry earth, land for burying night-soil, &c.)  
 Refunds, &c., of fines or over-assessment  
 Remissions of Cess  
 9.—Drainage Works (Establishment, repairs)  
 10.—Other Measures—  
 (a) Markets and Slaughter-houses (Establishment, Contingencies)  
 (b) Public Garden (Establishment, purchase of seeds, repair of well, purchase of bullocks, &c.)  
 11.—Contributions

## D.—PUBLIC INSTRUCTION.

## Contributions to Schools

## E.—PUBLIC CONVENIENCE.

- 1.—Public Works (Establishment)  
 New Works  
 Repairs  
 2.—Survey of land  
 3.—Other charges (Printing, rewards, &c.)  
 4.—Contributions

## F.—MISCELLANEOUS

## TOTAL EXPENDITURE

Carried over

117,939	40,628	13,338	13,170	6,000	32,297	509	9,011	1,331	645
124,437	32,098	6,451	25,314	23,810	19,843	2,215	4,957	9,137	612
19,817	8,464	246	519	84	7,679	82	2,710	32	1
102,618	42,827	9,597	3,200	5,510	35,517	35	5,370	137	425
192,947	45,278	...	47,392	58,636	38,421	678	70	...	2,472
89,044	36,685	6,194	10,107	10,182	9,539	212	3,759	3,269	97
19,179	3,596	3,853	2,264	3,879	2,350	81	2,046	1,026	84
108,207	15,626	25,323	21,086	6,928	21,383	291	13,725	2,781	1,064
10,701	2,888	1,867	2,232	1,337	1,470	57	811	85	24
219,516	80,677	21,021	5,409	1,504	59,050	1,909	38,700	10,405	181
38,689	13,495	775	5,667	4,173	10,884	76	3,059	288	272
83,759	21,170	6,533	6,792	11,397	22,021	105	11,546	4,047	239
355,360	114,355	54,678	32,258	36,782	90,932	1,306	7,210	14,522	3,317
1,384	932	...	26	11	132	257	...	26	...
1,398	1,102	...	...	7	278	1	...	...	...
195,235	96,762	24,402	7,289	2,572	54,359	754	8,404	660	33
17,314	7,344	1,077	874	371	3,596	14	4,215	183	...
29,028	7,834	1,801	10,277	3,817	1,275	24	1,228	749	2,023
2,382	14	2,017	170	...	141	...	...	...	40
84,603	12,697	13,955	16,077	7,864	8,731	370	17,589	4,348	1,012
31,048	7,899	2,973	2,508	2,410	7,916	289	7,245	500	208
176,703	42,135	3,665	42,118	51,751	17,124	379	15,334	1,546	2,741
241,672	65,306	28,511	23,857	4,289	89,157	2,634	15,097	10,362	1,559
4,666	1,839	75	379	546	618	200	1,179	10,362	41
28,169	13,824	5,280	1,260	921	3,330	138	2,219	810	178
71,604	717	11	218	6,051	974	180	...	3,432	43
54,869	5,860	12,530	6,509	8,069	15,895	185	1,000	692	3,829
2,363,619	722,052	248,193	286,981	269,021	555,412	13,088	177,184	70,328	21,160
2,363,619	722,052	248,193	286,981	269,021	555,412	13,088	177,184	70,328	21,160

## ACCOUNT of MUNICIPALITIES for 1883-84—concluded.

DISBURSEMENTS—contd.	India.	Central Provinces.	British Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Totals.
Brought over	£ 21,160	£ 70,328	£ 177,384	£ 13,088	£ 555,412	£ 269,021	£ 286,981	£ 248,193	£ 722,032	£ 2,563,819
G.—DEBT.										
1.—Loans (instalments payable during the year)	123	10,399	16,663	...	28,717	3,179	1,793	6,299	19,803	86,976
Interest { Last year	...	899	...	...	75,851	...	...	...	163	1,068
{ Current year	...	72	6,944	...	18,278	1,089	10,079	9,282	74,291	177,608
2.—Deposits (salaries attached, contractors, &c.)	1,710	...	7,621	...	38,999	150	163	18,879	35,872	82,674
3.—Advances (on account of Departmental Works, &c.)	80	4,328	15,445	76	...	290	...	990	65,629	126,037
TOTAL DISBURSEMENTS	£ 23,073	£ 86,226	£ 224,057	£ 13,165	£ 717,263	£ 273,799	£ 299,016	£ 283,643	£ 917,810	£ 2,837,982
Closing Balance —										
On account of Deposits payable on demand	...	...	£ 540	...	10,344	601	26,777	28,510	13,200	79,972
On account of Municipal Balance	9,040	36,088	35,106	3,086	76,925	50,987	98,315	22,209	110,263	442,019
GRAND TOTAL	£ 32,113	£ 122,314	£ 259,703	£ 16,251	£ 804,532	£ 325,317	£ 424,108	£ 334,362	£ 1,041,273	£ 3,359,973
Memorandum of Liabilities and Claims										
Liabilities —										
Balance of Loans	9,463	67,790	159,068	1,900	1,278,113	22,503	238,778	168,221	925,383	2,870,819
Deposits to be adjusted	...	4	540	5	5,061	101	201	11,260	69,402	87,534
Claims —										
Advances recoverable	9,463	67,794	159,606	1,505	1,284,074	22,664	238,979	179,481	994,785	2,958,353
Net amount of Debt	169	682	5,116	77	6,025	168	...	18,178	535,610	566,025
	£ 4,394	£ 67,112	£ 154,402	£ 1,428	£ 1,278,049	£ 22,496	£ 238,079	£ 161,903	£ 459,175	£ 2,302,328







## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—Sea-borne Trade for the Year—continued.

IMPORTS.		1879-80.	1880-81.	1881-82.	1882-83.	1883-84.
COTTON—						
Twist and Yarn—						
Quantity . . . . .	Lbs.	33,212,952	45,877,379	40,763,209	44,859,383	45,379,516
Value . . . . .	£	2,745,306	3,092,273	3,222,252	3,378,220	3,465,968
Average declared value	{ Annas	13'23	12'90	12'65	12'05	12'23
per lb. . . . .	{ Pence, at average exchange	18. 4'48d.	18. 4'09d.	18. 3'73d.	18. 2'70d.	18. 2'92d.
Other manufactures—						
Value . . . . .	£	16,923,747	22,914,314	20,777,985	21,442,372	21,651,392
<b>TOTAL COTTON GOODS—Gross Imports</b>	<b>£</b>	<b>19,669,053</b>	<b>26,613,587</b>	<b>24,000,237</b>	<b>24,820,592</b>	<b>25,117,560</b>
Re-exports—						
Twist and Yarn—						
Quantity . . . . .	Lbs.	842,239	625,840	747,429	862,913	1,344,396
Value . . . . .	£	54,712	47,475	51,901	57,645	86,857
Other Manufactures—						
Value . . . . .	£	1,061,457	1,151,417	1,272,869	1,331,582	1,399,010
<b>Total Re-exports</b>	<b>£</b>	<b>1,116,169</b>	<b>1,198,892</b>	<b>1,324,770</b>	<b>1,389,227</b>	<b>1,485,867</b>
<b>TOTAL COTTON GOODS—Net Imports</b>	<b>£</b>	<b>18,552,884</b>	<b>25,414,695</b>	<b>22,675,467</b>	<b>23,431,365</b>	<b>23,631,493</b>
METALS . . . . .	Value £	3,444,105	3,846,996	3,585,401	4,811,402	5,380,181
RAILWAY PLANT AND ROLLING-STOCK . . . . .	" "	1,526,497	2,742,689	2,241,695	2,028,349	2,870,942
SILK (Raw and Manufactured) . . . . .	" "	1,521,126	2,417,402	1,961,916	2,051,923	2,170,923
MACHINERY AND MILLWORK . . . . .	" "	644,192	835,503	1,265,672	1,391,600	1,899,816
LIQUORS . . . . .	" "	1,496,168	1,537,812	1,490,526	1,473,742	1,554,819
WOOLLEN MANUFACTURES . . . . .	" "	1,028,450	1,466,121	1,276,203	1,071,388	1,172,403
SUGAR . . . . .	" "	1,066,788	1,611,157	1,243,758	1,086,961	1,145,370
COAL (excluding coke and patent fuel)—						
Quantity . . . . .	Tons.	587,634	712,020	628,738	638,304	681,244
Value . . . . .	£	1,125,452	1,280,060	992,081	1,012,208	1,104,788
Average declared value	{ Rupees	19'15	17'98	15'78	15'86	16'22
per ton . . . . .	{ Shillings, at average exchange	31'82	29'90	26'16	25'81	26'40
PROVISIONS . . . . .	Value £	1,048,832	920,181	1,053,083	1,087,186	1,033,032
APPAREL . . . . .	" "	561,263	688,403	672,087	796,633	909,084
OILS . . . . .	" "	545,931	529,175	560,585	1,050,897	654,288
SALT—						
Quantity . . . . .	Tons.	352,238	373,376	357,224	338,065	353,090
Value . . . . .	£	762,532	665,517	509,067	515,184	623,011
Average declared value	{ Rupees	21'65	17'82	15'93	15'24	16'26
per ton . . . . .	{ Shillings, at average exchange	35'97	29'63	26'41	24'80	26'46
SPICES . . . . .	Value £	520,326	542,801	507,138	510,854	557,109

TABLE III.—Sea-borne Trade for the first Ten Months of the Year.  
(Principal articles arranged in order of their declared value.)

	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.
Value of commodities Exported, excluding gold and silver . . . . .	£ 58,278,889	£ 64,500,626	£ 65,843,136	£ 71,778,796	£ 66,737,799
Value of commodities Imported, excluding gold and silver . . . . .	44,019,148	40,976,036	43,090,335	46,379,559	46,716,143
<b>EXCESS EXPORTS</b>	<b>14,259,741</b>	<b>23,524,590</b>	<b>22,752,801</b>	<b>25,399,237</b>	<b>20,021,656</b>
Imports of silver . . . . .	3,331,588	2,846,781	6,798,851	4,252,724	5,619,093
Imports of gold . . . . .	2,958,798	4,214,855	4,394,654	4,816,434	4,502,634
<b>TOTAL NET IMPORTS OF GOLD AND SILVER</b>	<b>6,290,386</b>	<b>7,061,636</b>	<b>11,193,505</b>	<b>9,069,158</b>	<b>10,121,727</b>
<b>AND TOTAL IMPORTS AND EXPORTS OF ALL KINDS</b>	<b>111,081,061</b>	<b>114,580,206</b>	<b>122,416,065</b>	<b>128,975,886</b>	<b>126,918,704</b>

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—Sea-borne Trade for the first Ten Months of the Year—continued.

No.	EXPORTS.	TEN MONTHS, 1ST APRIL TO 31ST JANUARY.				
		1880-81.	1881-82.	1882-83.	1883-84.	1884-85.
1	COTTON, RAW . . . . . Cwt. { Quantity . . . . . Value . . . . . Average value per lb. . . . .	3,399,355 10,045,853 0-4-3	3,855,498 11,200,044 0-3-10	4,651,431 12,242,440 0-3-9	4,595,435 11,010,168 0-3-5	4,111,217 10,813,117 0-3-1
2	MANUFACTURES—					
	Twist and Yarn . . . . . Lbs. { Quantity . . . . . Value . . . . . Average value per lb. . . . .	22,632,378 1,079,150 0-7-7	26,346,556 1,185,518 0-7-2	38,178,298 1,534,742 0-6-5	41,658,492 1,608,169 0-6-2	54,767,115 2,036,115 0-5-1
	Other manufactures—Value . . . . . £	526,904	540,940	629,720	764,580	717,860
	TOTAL COTTON (RAW AND MANUFACTURED) . . . . . £	11,648,916	12,017,702	14,406,902	13,383,437	13,558,937
3	OPPIUM . . . . . Chests { Quantity . . . . . Value . . . . . Average value per chest . . . . .	75,444 11,115,263 1,473-5-0	75,083 10,656,079 1,402-8-2	75,792 9,531,439 1,257-9-3	77,268 9,468,546 1,225-0-8	72,211 9,000,112 1,200-1-1
4	SEEDS . . . . . Cwt. { Quantity . . . . . Value . . . . . Average value per cwt. . . . .	8,700,116 5,369,367 6-2-9	8,535,734 4,985,910 5-13-6	11,161,413 6,052,491 5-0-9	14,034,300 8,598,102 5-12-1	15,106,000 8,893,122 5-10-1
5	JUTE (Raw and Manufactured)—Value . . . . . £	4,172,591	4,840,050	5,972,915	4,995,786	5,404,115
6	WHEAT . . . . . Cwt. { Quantity . . . . . Value . . . . . Average value per cwt. . . . .	6,202,024 2,762,759 4-6-3	18,052,510 7,844,116 4-5-6	11,827,496 5,089,329 4-4-10	19,479,969 8,240,781 4-3-6	13,100,577 5,272,470 4-0-1
7	RICE AND PADDY . . . . . Cwt. { Quantity . . . . . Value . . . . . Average value per cwt. . . . .	16,369,042 5,690,268 3-7-7	17,765,378 5,398,148 3-0-7	19,406,126 5,295,699 2-11-5	17,833,512 5,351,060 3-0-10	12,881,118 4,400,000 3-7-1
8	HIDES AND SKINS . . . . . Cwt. { Quantity . . . . . Value . . . . . Average value per cwt. . . . .	612,180 2,919,811 4-6-3-0	637,238 3,092,957 4-10-4	609,590 3,561,480 5-14-6	734,434 3,728,614 5-1-5-0	774,111 3,681,111 4-7-1
9	TEA . . . . . Lbs. { Quantity . . . . . Value . . . . . Average value per lb. . . . .	42,347,398 2,797,937 0-0-7	43,667,393 3,261,580 0-11-11	51,304,426 3,295,382 0-10-3	55,085,039 3,728,115 0-10-11	58,360,000 3,600,000 0-10-11
10	INDIGO . . . . . Cwt. { Quantity . . . . . Value . . . . . Average value per cwt. . . . .	87,477 2,734,018 312-10-3	115,660 3,531,766 305-5-9	109,609 3,061,912 279-5-7	143,141 3,904,208 278-11-1	113,411 3,011,111 266-1-1
11	COFFEE . . . . . Cwt. { Quantity . . . . . Value . . . . . Average value per cwt. . . . .	260,445 1,100,862 43-1-4	304,103 858,105 42-0-8	221,811 849,037 38-4-5	193,728 792,183 40-14-5	306,411 745,111 36-1-1
12	WOOL (Raw and Manufactured)—Value . . . . . £	1,045,637	827,210	803,094	749,311	701,111
13	SILK (Raw and Manufactured)—Value . . . . . £	581,255	502,786	633,368	782,498	651,111
14	SUGAR . . . . . £	279,767	511,158	732,547	891,626	531,111
15	LAC . . . . . £	414,104	538,509	543,038	466,009	461,111
16	TEAR . . . . . Cubic tons { Quantity . . . . . Value . . . . . Average value per cubic ton . . . . .	52,822 398,447 75-7-6	48,485 434,519 89-9-11	47,367 481,936 101-11-11	35,328 394,684 112-4-7	41,111 411,111 111-1-1
17	OILS . . . . . £	433,080	371,424	326,699	377,477	301,111
18	SALTPETRE . . . . . Cwt. { Quantity . . . . . Value . . . . . Average value per cwt. . . . .	301,985 298,124 9-14-4	271,574 276,183 10-2-9	339,392 329,377 9-11-3	390,085 380,531 9-8-3	301,111 301,111 9-8-3

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—Sea-borne Trade for the first Ten Months of the Year—concluded.

No.	IMPORTS.	TEN MONTHS, 1ST APRIL TO 31ST JANUARY.				
		1880-81.	1881-82.	1882-83.	1883-84.	1884-85.
1	COTTON—					
	Twist and yarn . . . { Quantity . . . lbs.	38,777,313	34,326,134	38,302,359	37,788,920	38,868,037
	Value . . . £	3,133,285	2,706,399	2,909,336	2,873,305	2,938,886
	Average value per lb. . .	0-12-11	0-12-7	0-12-2	0-12-2	0-12-1
	Ditto in sterling at average exchange . . .	1s. 4d.	1s. 3½d.	1s. 3d.	1s. 3d.	1s. 2½d.
	Other manufactures—Value . . . £	18,908,436	17,204,922	18,147,253	18,603,096	17,720,147
	TOTAL COTTON GOODS—Gross Imports . . . £	22,041,721	19,911,321	21,056,589	21,476,401	20,659,033
	Re-exports—					
	Twist and yarn . . . { Quantity . . . lbs.	479,928	632,768	708,175	1,086,992	771,442
	Value . . . £	36,840	43,567	48,339	68,011	52,844
	Average value per lb. . .	0-12-3	0-11-0	0-10-11	0-10-0	0-10-11
	Other manufactures—Value . . . £	899,570	1,018,867	1,066,632	1,159,872	949,263
	Total Re-exports . . . £	936,410	1,062,434	1,114,971	1,227,883	1,002,107
	TOTAL COTTON GOODS—Net Imports . . . £	21,105,311	18,848,887	19,941,618	20,248,518	19,656,926
2	METALS . . . Value £	3,100,352	2,911,030	4,004,558	4,402,087	4,213,232
3	RAILWAY PLANT AND ROLLING-STOCK . . .	2,278,383	1,899,350	1,610,244	2,344,819	2,250,278
4	SILK (Raw and Manufactured) . . .	2,046,301	1,748,434	1,813,882	1,871,627	1,792,895
5	SUGAR . . .	1,339,160	1,071,976	841,985	908,970	1,625,814
6	MACHINERY AND MILLWORK . . .	650,935	985,823	1,090,309	1,425,642	1,319,618
7	WOOLLEN MANUFACTURES . . .	1,315,961	1,164,314	938,474	1,220,713	1,181,190
8	LIQUORS . . .	1,257,911	1,203,909	1,180,247	1,246,500	1,110,379
9	OILS . . .	479,508	444,337	946,164	526,582	1,082,156
10	PROVISIONS . . .	769,765	894,308	925,256	885,372	921,754
11	COAL (excluding Quantity . . . Tons	514,951	528,226	465,900	499,696	520,601
	Coke and Patent Value . . . £	945,191	835,042	740,092	795,693	871,457
	Fuel—Average value per ton . . .	18-5-8	15-12-11	15-14-2	14-14-3	16-11-10
12	APPAREL . . . Value £	587,827	573,098	676,078	773,366	768,191
	Quantity . . . Tons	321,146	393,547	247,131	313,131	364,549
13	SALT . . . Value £	562,651	491,252	426,616	506,896	565,677
	Average value per ton . . .	17-8-4	12-2-11	14-13-9	16-3-0	15-10-2
14	SPICES . . . Value £	462,766	425,017	441,471	485,003	499,939

TABLE IV.—Wholesale Prices of typical commodities in Gold and Silver in London and Calcutta in December of each year.  
(Prices of March 1873=100.)

	MEASURED IN GOLD.								MEASURED IN SILVER.*							
	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.
15 LONDON—(prices quoted from the LONDON ECONOMIST.)																
Scotch Pig Iron (Warrants)	43	36	55	43	44	41	36	36	48	44	63	50	51	49	42	43
Coals, Hetton, Wallsend (London)	55	60	50	52	51	54	54	52	61	72	57	60	59	65	63	62
Copper, Chili Bars	74	64	74	68	70	73	65	54	82	77	85	78	91	87	76	64
Strait Tin	45	42	62	63	76	64	58	52	50	50	71	73	88	76	68	62
Wheat	94	72	85	77	80	74	70	57	104	87	97	89	92	88	82	68
Food, town-made	98	69	86	81	91	71	67	54	109	87	98	93	105	85	78	65
Beef, inferior	85	90	85	100	97	97	97	98	94	108	97	116	112	116	113	117
Cotton, No. 40. Mule Twist	71	61	77	75	77	70	60	70	78	73	87	87	80	84	81	83
Wool, Southdown Hags	76	65	71	76	68	59	61	52	84	78	81	87	78	71	71	63
Sugar Foreign Muscovado	74	80	95	80	71	62	64	44	82	96	102	92	82	74	75	52
Coffee	98	73	87	71	64	74	81	66	109	88	94	81	74	88	97	79
Saltpetre	98	89	96	102	105	90	87	81	109	108	110	118	121	108	102	97
Gold	90	83	88	86	87	84	85	84	111	120	114	115	115	119	117	119
Silver	90	83	88	86	87	84	85	84	111	120	114	115	115	119	117	119
IN CALCUTTA (prices quoted from the CALCUTTA PRICE CURRENT.)																
Grey Shirtings (8½ lbs)	73	74	81	80	78	75	74	76	73	74	81	80	78	75	74	76
Mule Twist, White, good, No. 40	75	75	88	81	81	75	75	72	75	75	88	81	81	75	75	72
" Turkey red, No. 40 (12 lbs.)	85	78	87	69	69	55	65	58	85	78	87	88	85	80	82	58
" Orange, No. 40—60	83	73	87	88	85	80	82	78	83	73	87	88	85	80	82	78
Copper, Sheathing	83	80	87	80	87	79	77	65	83	80	87	80	87	79	77	65
Iron, flat, bolt, bar and square	60	56	76	56	65	60	62	54	60	56	76	56	65	60	62	54
Spelter, hard	130	107	121	95	96	125	79	64	130	107	121	95	96	125	79	64
Hides, buffalo, slaughtered	75	69	96	93	88	87	71	71	75	69	96	93	88	87	71	71
Goat, good	86	100	119	105	113	101	116	103	86	100	119	105	113	101	116	103
Goat, picked	147	153	160	148	140	96	164	110	147	153	160	148	140	96	164	110
Goat, fine	58	54	73	49	36	27	...	...	58	54	73	49	36	27	...	...
Goat, Lac, fine orange	40	56	153	122	93	80	98	56	40	56	153	122	93	80	98	56
Goat, fine bold clean	106	Nil	120	104	93	86	95	95	106	Nil	120	104	93	86	95	95
Goat, Ballam	168	259	153	103	97	100	138	139	168	259	153	103	97	100	138	139
Goat, raw, Cossimbazar	80	69	87	80	86	78	66	60	80	69	87	80	86	78	66	60
Goat, good, Souchong	100	77	82	64	82	59	64	55	100	77	82	64	82	59	64	55
Goat, Doodiah	104	109	109	92	92	84	85	66	104	109	109	92	92	84	85	66
Goat, good	105	109	110	112	112	115	112	119	105	109	110	112	112	115	112	119

\* The values measured in silver in London have been calculated from the values in gold on the basis of the price of standard silver in London.

Table V.—Total Imports and Exports of Merchandise and Treasure, and the Coinage of Silver in the Indian Mints for each year from 1874-75 to 1883-84 and for ten months of the year 1884-85.

IMPORTS OF MERCHANDISE (INCLUDING GOVERNMENT STORES.)		EXPORTS (INCLUDING RE-EXPORTS) OF MERCHANDISE.	
Year.	R	Year.	R
1874-75 . . . . .	36,22,21,136	1874-75 . . . . .	56,35,92,404
1875-76 . . . . .	38,89,16,552	1875-76 . . . . .	58,09,14,946
1876-77 . . . . .	37,44,06,308	1876-77 . . . . .	61,01,38,912
1877-78 . . . . .	41,46,41,851	1877-78 . . . . .	65,22,24,482
1878-79 . . . . .	37,80,05,942	1878-79 . . . . .	60,93,75,131
1879-80 . . . . .	41,16,60,032	1879-80 . . . . .	67,21,23,627
1880-81 . . . . .	53,11,67,704	1880-81 . . . . .	74,58,06,020
1881-82 . . . . .	49,11,33,739	1881-82 . . . . .	81,96,84,507
1882-83 . . . . .	52,09,57,106	1882-83 . . . . .	83,48,51,227
1883-84 . . . . .	55,27,93,484	1883-84 . . . . .	88,08,84,791
1884-85 (10 months)	46,71,61,433	1884-85 (10 months)	66,73,72,359

## GOLD.

	Imports.	Exports.	Net imports.	
	R	R	R	
1874-75 . . . . .	2,08,92,263	21,57,009	1,87,35,354	Net exports.
1875-76 . . . . .	1,83,63,811	29,12,496	1,54,51,315	
1876-77 . . . . .	1,44,37,115	1,23,63,617	20,73,498	
1877-78 . . . . .	1,57,89,273	1,11,07,983	46,81,290	
1878-79 . . . . .	1,46,30,495	2,35,92,228	89,61,733	
1879-80 . . . . .	2,05,03,929	29,98,893	1,75,05,036	
1880-81 . . . . .	3,67,20,576	1,68,586	3,65,51,990	
1881-82 . . . . .	4,85,63,920	1,24,078	4,84,39,842	
1882-83 . . . . .	5,09,51,354	16,42,639	4,93,08,715	
1883-84 . . . . .	5,46,94,568	61,412	5,46,33,156	
1884-85 (10 months)	4,57,55,811	7,29,476	4,50,26,335	

## SILVER.

	Imports.	Exports.	Net imports.	
	R	R	R	
1874-75 . . . . .	6,05,18,103	1,40,96,082	4,64,22,021	
1875-76 . . . . .	3,46,43,413	1,90,89,867	1,55,53,546	
1876-77 . . . . .	9,99,24,082	2,79,35,361	7,19,88,721	
1877-78 . . . . .	15,77,65,323	1,10,01,973	14,67,63,350	
1878-79 . . . . .	5,59,36,991	1,62,30,055	3,97,06,936	
1879-80 . . . . .	9,60,50,019	2,73,52,586	7,86,97,433	
1880-81 . . . . .	5,31,61,563	1,42,35,822	3,89,25,741	
1881-82 . . . . .	6,46,63,889	1,08,73,390	5,37,90,499	
1882-83 . . . . .	8,35,80,218	87,77,949	7,48,02,269	
1883-84 . . . . .	7,40,85,065	1,00,23,525	6,40,61,540	
1884-85 (10 months)	7,21,77,086	1,59,86,152	5,61,90,934	

## COINAGE OF SILVER.

Year.	Calcutta Mint.	Bombay Mint.
	R	R
1874-75 . . . . .	1,77,14,620	3,12,54,220
1875-76 . . . . .	81,83,460	1,73,18,720
1876-77 . . . . .	2,07,92,850	4,19,18,370
1877-78 . . . . .	5,15,18,210	11,02,85,050
1878-79 . . . . .	2,32,44,950	4,88,62,750
1879-80 . . . . .	2,13,54,170	8,12,15,510
1880-81 . . . . .	1,05,09,820	9,19,86,930
1881-82 . . . . .	84,77,510	1,33,85,230
1882-83 . . . . .	1,42,99,070	5,07,85,500
1883-84 . . . . .	1,27,46,600	2,38,87,400
1884-85 (10 months)	95,66,056	3,57,08,348

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VI.—Statement showing the true financial results to the revenues of India of the guarantee of interest upon the Capital of the Guaranteed Railway Companies, excluding the East Indian Railway Company.

	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.		1885-86, Budget Estimate.
						Budget Estimate.	Revised Estimate.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Open mileage at end of official year ...	4,808	4,808	4,816	4,816	4,808	4,807	4,822	4,775
Gross Earnings ...	6,135,176	6,400,707	7,033,677	7,784,881	7,046,086	7,082,000	7,479,900	7,340,000
Working expenses ...	3,686,820	3,875,474	4,017,683	4,203,883	4,147,803	4,080,000	4,105,100	3,900,000
Percentage of working expenses on earnings ...	59.93	60.10	57.13	53.94	58.86	57.75	54.88	53.00
Net traffic earnings ...	2,448,357	2,525,233	3,015,994	3,580,998	2,898,283	3,002,000	3,374,800	3,440,000
Net gain by the remittance to England of Capital receipts and disbursements in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills ...	...	...	...	...	...	20,000	14,550	...
Total Revenue ...	2,478,357	2,545,233	3,015,994	3,580,998	2,898,283	3,022,000	3,389,350	3,440,000
Gross guaranteed interest paid in India ...	9,088	7,447	6,948	8,038	12,831	8,200	8,100	4,600
ditto ditto in London* ...	2,341,047	2,354,804	2,304,818	2,309,834	2,304,941	2,326,000	2,317,800	2,305,000
Total guaranteed interest (sterling payments converted at the average exchange of the year) ...	2,350,135	2,362,251	2,311,766	2,317,872	2,317,772	2,334,200	2,325,900	2,309,600
Surplus paid to Railway Companies ...	97,800	91,819	203,230	400,000	300,940	448,000	421,000	420,000
Land and supervision ...	45,730	57,413	74,746	72,181	67,235	65,000	66,000	67,500
Interest on Revenue balances ...	1,344	1,316	1,780	1,047	1,072	2,000	1,950	2,300
Net loss on receipts and disbursements of Capital in India calculated in the same way as the gain ...	63,285	60,048	77,333	66,306	64,675	...	...	33,000
Total Expenditure ...	4,116,163	4,004,648	4,462,500	4,704,081	4,703,900	4,510,000	4,492,000	4,561,300
Net Expenditure from the public Treasury ...	1,600,815	1,121,823	918,944	1,121,975	1,075,033	886,000	1,073,800	1,191,400
Net Revenue ...	...	...	...	...	...	...	...	...

\* With the exception of the figures in this line which are true sterling figures, all the amounts in this table have been converted into English currency at the rate of Rs. 10=1 £.



## COMMERCIAL AND FINANCIAL STATISTICS.

Table VII.—Actual Capital Expenditure on State Railways in 1883-84, and estimated expenditure on such works in 1884-85 and 1885-86, and to the end of 1885-86.

Railways.	Accounts, 1883-84.	1884-85. Revised Esti- mate.	1885-86. Budget Esti- mate.	To end of 1885-86.	Sanctioned outlay.	Balance remaining unspent.
	₹	₹	₹	₹	₹	₹
East Indian	743,617	619,000	540,000	13,522,006	13,522,006	...
Rajputana-Malwa	340,734	231,100	108,000	8,811,144	8,811,144	...
Holkar	3,030	5,000	25,000	1,305,000	1,305,000	...
Sindh	4,007	3,700	5,000	807,333	807,333	...
Wardha Coal	33,086	30,800	23,500	690,219	690,219	...
Nagpur and Chhattisgarh	80,124	65,500	65,500	1,101,075	1,101,075	...
Bilaspur-Bhawani	7,903	9,000	2,000	32,107	32,107	...
Umeria Colliery	...	10,000	12,000	28,000	28,000	...
Katni-Umeria	...	92,000	200,000	300,000	(a) 315,740	18,740
Rangoon and Irrawaddy Valley	-12,794	66,400	16,000	1,415,929	1,415,929	...
Rangoon and Sittang Valley	600,000	200,000	80,750	1,320,713	1,225,642	-101,071†
Eastern Bengal	5,042	...	...	...	...	...
Calcutta and South-Eastern	258,430	1,308,400	484,300	2,081,119	2,081,118	...
Purandhar Branch of the Northern Bengal	...	...	...	...	...	...
Dehri and Extensions	916,398	115,400	-53,400	1,407,604	1,407,604	...
Patna-tiya	-9,516	17,000	9,000	403,044	403,044	...
Nalhati	2,335	-870	-800	31,000	31,000	...
Northern Bengal	154,064	80,400	28,700	2,312,513	2,312,513	...
Narainpore-Dacca-Mymensingh	235,813	117,300	60,000	670,728	690,274	24,546‡
Managhat Dinanagar	18,501	3,300	...	29,012	29,012	...
Assam-Bihar	48,122	202,300	290,375	660,404	1,037,629	301,126
Nagpur-Bengal	9,000	94,300	60,000	184,000	(a) 184,000	...
Cawnpore-Ahmednagar	460,010	100,000	60,000	1,140,844	1,140,844	...
Bidartnagar Ghazipur	271	-1,750	1,000	71,710	170,000	30,953
Bareilly-Muzaffarnagar	76,371	40,000	1,000	144,000	338,000	144,000
Cawnpore-Kaipi	179,016	280,100	161,350	7,800,143	7,800,143	...
Indus Valley	95,358	63,500	26,000	4,740,308	4,740,308	...
Punjab Northern—Southern Section	-39,161	-3,750	8,000	2,708,110	2,708,110	...
—Northern	200,311	60,300	12,500	679,085	679,085	...
Amritsar-Patankot	...	...	...	...	...	...
Sialkot and Delhi	15,016	11,010	5,000	1,032,007	1,032,007	...
Phond and Muzam	145,356	-37,750	79,785	141,764	...	-184,789
Stores and Reserve—Productive	100,106	195,000	...	312,816	1,430,000	1,117,184
Jhansi-Manikpur	813,700	277,500	80,000	1,192,179	1,413,403	220,224
Bombay-Pune	11,492	...	...	17,541	3,000	17,541
Vengalgarh-Kolpur	27,640	117,500	100,000	364,000	308,357	1,178
Chitlang-Nellore	81,107	315,750	400,000	638,063	1,775,000	906,937
Bilaspur-Katua	...	6,000	6,700	11,700	(a) 11,700	...
Kadiri Extension Survey	...	3,300	...	3,300	(a) 3,300	...
Hindupur Extension Survey	...	2,000	5,000	7,000	(a) 7,000	...
Damodar Valley Survey	-30,524	...	...	50,201	50,201	...
Southern Maharastra	-1,613	...	...	8,864	8,864	...
Eastern Deccan	-3,530	...	...	...	...	...
Western Deccan	-106,308	...	...	...	...	...
Stores and Reserve—Protective	...	28,300	120,000	150,300	(a) 150,300	...
Settle Bridge	...	15,000	410,000	425,000	(a) 425,000	...
Said Nagar—Dool	...	23,000	125,000	148,000	(a) 148,000	...
Said Nagar—Eastern Section	95,101	-41,500	10,000	1,378,000	1,378,000	...
Sindh-Punjab—Southern Section	123,336	708,700	1,050,000	1,941,000	2,015,000	674,000
—Northern	-65,427	-22,700	...	2,500	...	-1,500
Stores and Reserve—Frontier	...	2,600	...	...	...	...
Ditto	...	...	...	...	...	...
Less Account	...	...	...	...	...	...
	4,541,719	6,007,650	4,586,740	63,080,486	66,016,677	3,336,061
Deduct—Amount charged to the Ordinary grant	9,000	...	...	114,000	114,000	...
Total	4,532,719	6,007,650	4,586,740	62,966,487	65,902,677	3,336,061
Distributed as under—						
East Indian Railway	743,617	619,000	540,000	13,522,006	13,522,006	...
Eastern Bengal Railway	55,948	1,298,400	454,300	2,031,118	2,031,118	...
Productive Public Works (Capital Account)—						
to—State Railways	3,003,071	2,053,400	2,761,400	30,109,091	30,679,684	300,000
to—Protective Works—Railways	636,481	100,100	500,000	2,810,010	4,803,001	2,092,991
Expenditure on Public Works not classed as Productive—						
to—Frontier Railways	102,929	134,750	500,000	4,095,612	5,504,678	672,000
Total	4,532,719	6,007,650	4,586,740	62,966,487	65,902,677	3,336,061
PUBLIC WORKS NOT CLASSED AS PRODUCTIVE.						
Bhopal	10,000	20,500	2,000	154,000	125,000	6,700
Jorhat	...	14,000	4,000	47,000	53,000	-9,000
Therapahat—Companysanj	-223,410*	...	...	...	...	...
Kanpur-Diamond Harbour	-60,000	...	...	...	...	...
Patna-Dinapore Extension	4,000	4,000	...	94,000	94,000	...
Kanpur-Dinapore	-124,314	...	...	...	...	...
Barabanki-Mathura	-60,000	...	...	...	...	...
Jumna Bridge	2,254	36,000	207,000	331,000	513,000	183,000
Lucknow-Mitapur-Kheri	...	...	...	63,000	60,000	3,000
Patna-Bait Branch	...	...	...	...	...	...
TOTAL ORDINARY	-407,160	80,500	200,000	607,774	800,000	192,226
GRAND TOTAL	4,074,559	6,088,150	4,786,740	63,574,261	66,702,677	3,528,287

\* During the year these lines were classed as "Productive Public Works" and the outlay was transferred to that head, hence the minus entries under "Ordinary."

† This apparent excess is due to the store balance of both the Rangoon and Irrawaddy and Rangoon and Sittang Valley lines being included in the outlay. It is reported that no excess will occur on final heads.

‡ A Revised Estimate has been submitted for this line.

(a) Estimates have not yet been sanctioned for these lines, hence the outlay is quoted.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VIII.—Actual Capital expenditure on works of Irrigation, &amp;c., for which Capital and Revenue accounts are kept in 1883-84, and estimated expenditure on such works in 1884-85, 1885-86 and to the end of 1885-86, &amp;c.

	1883-84. Actuals.	1884-85. Revised Estimate.	1885-86. Budget Estimate.	Total to end of 1885-86.	Sanctioned estimate.	Balance of sanctioned estimate remaining to be spent.
<b>PRODUCTIVE PUBLIC WORKS—</b>						
Orissa Canals	63,915	77,800	92,800	2,229,364	3,110,313	880,948
Midnapore Canal	17,407	5,000	7,000	634,917	634,908	88
Tidal Canal	...	...	...	177,370	177,370	...
Sons Canals	80,031	80,800	30,000	2,564,119	2,780,670	216,551
Ganges Canal	25,334	19,800	32,450	2,670,027	2,933,448	263,421
Lower Ganges Canal	75,375	74,700	75,140	2,653,908	2,772,451	118,543
Agra Canal	15,545	18,800	5,810	830,015	800,623	...
Eastern Jumna Canal	7,457	9,200	4,000	393,851	344,191	49,660
Western Jumna ..	69,385	35,700	50,000	1,482,330	1,079,040	403,290
Bari Doab ..	16,763	34,300	17,800	1,556,181	1,579,500	23,319
Chind Canal	100,227	67,800	78,000	2,025,640	2,079,253	53,613
Chenab ..	27,390	53,000	50,000	140,333	298,559	158,226
Goderari Delta System	42,733	41,900	30,500	1,049,149	1,109,800	60,651
Kistna .. ..	30,438	51,264	53,970	732,346	1,200,973	468,627
Saganai Aikunt System	28,513	62,300	50,500	347,031	209,644	137,387
Doon Canal	7,758	4,800	3,600	110,445	126,864	16,419
Bhuri ..	9,356	8,323	4,600	160,503	162,885	2,382
Eastern Nara Works	26,063	28,097	29,100	483,171	515,903	32,732
Mutha Canals	5,406	9,078	13,700	593,086	542,900	...
Other Projects	53,715	95,114	104,013	2,818,394	...	...
<b>TOTAL</b>	<b>732,469</b>	<b>761,571</b>	<b>819,693</b>	<b>23,080,565</b>	<b>...</b>	<b>...</b>
<b>Public Relief and Insurance—Protective Works—Irrigation—</b>						
... Canal	111,701	80,000	60,500	374,470	319,253	...
Son River Project	38,013	33,400	18,000	231,705	254,801	23,096
Bashikulya Project	100	17,000	35,000	42,467	280,130	237,663
Nira Canal	37,305	47,401	60,800	330,236	307,730	22,506
Other Projects	60,040	63,484	120,935	444,731	...	...
<b>TOTAL</b>	<b>263,217</b>	<b>270,887</b>	<b>267,235</b>	<b>1,530,609</b>	<b>...</b>	<b>...</b>
Debit—Outlay incurred from ordinary funds	...	...	...	280,000	...	...
<b>TOTAL</b>	<b>263,217</b>	<b>270,887</b>	<b>267,235</b>	<b>1,340,609</b>	<b>...</b>	<b>...</b>
<b>Public Works NOT CLAIMED AS PRODUCTIVE—</b>						
Leaky projects	90,945	65,350	65,310	3,306,330	...	...
Ad—Outlay incurred on Famine Relief and Insurance—Protective Works, Irrigation	...	...	...	280,000	...	...
<b>TOTAL</b>	<b>90,945</b>	<b>65,350</b>	<b>65,310</b>	<b>3,586,330</b>	<b>...</b>	<b>...</b>
<b>GRAND TOTAL</b>	<b>1,099,641</b>	<b>1,117,437</b>	<b>1,308,303</b>	<b>27,906,899</b>	<b>...</b>	<b>...</b>

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross receipts, working expenses, and net traffic receipts of Guaranteed and State Railways to end of 1888-84, with Revised Estimates for 1885-86 and Budget Estimates for 1886-86.

	ACTUALS.					Revised Estimate, 1885-86.	Budget Estimate, 1886-86.
	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.		
	₹	₹	₹	₹	₹	₹	₹
<b>GUARANTEED RAILWAYS.</b>	4,541	4,569	4,600	4,610	4,611	4,636	4,621
Open mileage at beginning of year							
<b>Gross receipts.</b>							
East Indian	469,321	481,880	491,870	643,351	648,061	116,100	116,100
Eastern Bengal	670,794	617,879	611,304	826,274	801,041	420,000	420,000
Madras	343,648	309,447	370,036	1,075,380	1,211,708	1,200,000	1,200,000
South Indian	601,870	735,173	876,355	1,075,380	1,211,708	8,600,000	8,600,000
Bombay, Baroda and Central India	2,411,041	2,015,367	3,483,230	3,600,761	3,342,830	800,000	800,000
Great Indian Peninsula	493,176	468,744	531,900	479,884	578,559	1,000,000	1,000,000
Odish and Rohilkhand	1,170,880	1,400,077	1,000,003	1,002,172	1,122,209	7,500,100	7,500,100
Sind, Punjab and Delhi							
<b>Total</b>	6,176,176	6,488,787	7,633,677	7,781,891	7,836,035		
<b>Working expenses.</b>							
East Indian	216,832	215,164	237,278	260,316	262,306	116,400	116,400
Eastern Bengal	441,833	419,044	420,330	433,274	438,055	425,000	425,000
Madras	248,368	231,370	248,407	246,104	255,880	237,000	237,000
South Indian	338,002	356,168	410,077	553,407	567,840	330,000	330,000
Bombay, Baroda and Central India	1,454,700	1,111,751	1,688,765	1,725,000	1,761,973	1,730,000	1,730,000
Great Indian Peninsula	240,107	232,545	325,880	324,216	378,135	330,000	330,000
Odish and Rohilkhand	710,791	687,048	601,766	604,944	674,032	680,000	680,000
Sind, Punjab and Delhi							
<b>Total</b>	3,656,229	3,576,474	4,017,052	4,202,835	4,147,692	4,105,400	4,105,400
<b>Net Traffic receipts.</b>							
East Indian	252,489	266,716	354,592	378,035	385,755	—1,300	—1,300
Eastern Bengal	228,961	198,835	250,974	393,060	362,986	285,000	285,000
Madras	95,280	137,177	121,629	157,276	165,868	160,000	160,000
South Indian	263,868	378,905	466,278	521,973	643,867	870,000	870,000
Bombay, Baroda and Central India	956,341	1,003,586	1,804,465	1,879,784	2,581,857	1,700,000	1,700,000
Great Indian Peninsula	253,069	236,199	206,020	155,668	200,424	170,000	170,000
Odish and Rohilkhand	460,079	712,929	397,237	372,172	443,837	300,000	300,000
Sind, Punjab and Delhi							
<b>Total</b>	2,476,347	2,913,313	3,615,625	3,562,046	3,695,143	3,370,700	3,370,700
<b>STATE RAILWAYS.</b>							
East Indian Railway.							
Open mileage at beginning of year	1,503	1,504	1,504	1,504	1,507	1,500	1,500
Gross receipts	4,011,678	4,632,344	4,710,276	4,601,688	4,996,179	4,370,000	4,640,000
Receipts of passenger occupied by the East Indian Railway		230	230	230	230	230	230
Expenses in England	1,310,497	1,482,316	1,446,794	1,822,244	1,787,118	1,700,000	1,700,000
Working expenses				247,134	270,644	101,300	126,500
Surplus Profits							
Net Traffic receipts	3,699,301	2,770,745	3,263,482	2,531,609	3,008,267	2,370,000	2,723,700
<b>Eastern Bengal Railway.</b>							
Open mileage at beginning of year							
Gross Receipts						440,000	440,000
Working expenses						190,000	225,000
Net Traffic receipts						250,000	215,000
<b>Other State Railways.</b>							
Open mileage at beginning of year	2,014	2,310	2,030	2,317	2,646	2,923	4,161
<b>Gross receipts.</b>							
Sind, Punjab and Delhi							
Umeria Colliery	11,344	12,087	15,062	22,007	31,906	9,400	9,400
Calcutta and South-Eastern	617,083	611,940	1,013,348	1,113,334	1,319,710	1,302,500	1,373,000
Rajputana-Malwa							
Rewari-Ferozepore	10,580	22,000	23,000	23,000	23,155	24,000	27,500
Sindia							
Bhopal	20,774	34,506	52,000	67,247	76,629	70,000	87,000
Wardah Coal	167,587	401,140	52,000	57,000	691,048	325,000	377,000
Punjab Northern, including Northern Section	50,000	682,027	612,500	667,000	691,048	770,000	790,000
Indus Valley and Sind-Pishin	50,000	55,555	14,447	15,000	10,100	30,500	143,500
Dhoni and Marwar		15,000	41,570	84,900	129,865	132,500	4,000
Nagpur and Chattisgarh							
Jabalpur	109,623	141,144	162,000	169,000	197,717	210,000	270,000
Burma State Railway	34,904	40,000	52,000	80,334	47,010	31,500	31,500
Pattana-Gya	146,741	179,435	192,741	227,901	213,274	124,000	134,000
Northern Bengal	47,002	51,300	67,778	70,000	84,167	124,000	7,500
Tinahat	2,302	6,732	6,787	7,000	8,000	16,500	16,500
Kanai-Dhuria						96,000	150,000
Cawnpore-Ahmednagar	12,385	18,000	64,745	54,333	57,736	4,700	6,000
Dudhgaon-Ghazipur						1,000	1,000
Bareilly-Delhi		1,748	4,113	4,967	5,000	20,300	20,300
Amtikur-Patankote						1,500	1,500
Narainganj-Dacca-Mymensingh							
<b>Total</b>	1,648,779	2,591,005	3,536,641	3,745,119	3,260,226	3,613,000	3,607,100
<b>Working expenses.</b>							
Sind, Punjab and Delhi							
Umeria Colliery	10,114	9,023	10,000	11,023	19,513	2,000	10,000
Calcutta and South-Eastern	347,480	420,205	541,530	585,001	607,344	720,000	807,500
Rajputana-Malwa							
Rewari-Ferozepore	12,767	10,000	21,791	23,000	11,341	19,500	2,500
Sindia							
Bhopal	20,723	44,075	41,745	1,000	2,000	47,500	23,000
Wardah Coal	176,173	391,000	267,750	261,174	282,200	290,000	370,000
Punjab Northern, including Northern Section	314,995	400,000	400,000	370,542	391,737	370,000	
Indus Valley and Sind-Pishin	57,412	47,019				60,000	75,000
Dhoni and Marwar		11,435	24,000	49,134	64,573	700	170,000
Nagpur and Chattisgarh							
Jabalpur	77,450	86,963	89,676	98,816	102,117	182,400	190,000
Burma State Railway	18,705	27,463	37,112	37,100	23,450	20,500	10,000
Pattana-Gya	122,405	92,519	96,040	107,103	123,543	161,500	13,000
Northern Bengal	34,902	31,501	33,814	44,992	67,863	60,000	6,000
Tinahat	6,274	8,970	5,000	4,000	5,631	12,000	11,000
Kanai-Dhuria						6,200	2,000
Cawnpore-Ahmednagar	6,841	10,000	55,500	36,374	36,862	2,800	6,000
Dudhgaon-Ghazipur		2,119	2,500	4,109	1,222	1,000	20,000
Bareilly-Delhi						17,000	20,000
Amtikur-Patankote						1,000	20,000
Narainganj-Dacca-Mymensingh							
<b>Total</b>	1,215,231	1,607,529	1,988,391	1,944,205	1,908,307	2,613,200	3,200,400

\* The working of this line has been transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only receives percentage of the gross receipts.

† Mileage included under Guaranteed Railways.

STATE RAILWAYS—continued.	ACTUALS.					Revised Estimate, 1884-85.	Budget Estimate, 1885-86.
	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.		
<i>Net Traffic receipts.</i>	£	£	£	£	£	£	£
Grand Total	...	...	...	...	...	...	120,000
United Provinces	...	...	...	...	...	...	...
Central India	...	...	...	...	...	...	...
North-Western	...	...	...	...	...	...	...
North-Eastern	...	...	...	...	...	...	...
South-Western	...	...	...	...	...	...	...
South-Eastern	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...
Bengal	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...
Coastal	...	...	...	...	...	...	...
Interior	...	...	...	...	...	...	...
Malabar	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...	...	...	...	...
North	...	...	...	...	...	...	...
East	...	...	...	...	...	...	...
West	...	...	...	...	...	...	...
Central	...	...	...	...	...	...	...
South	...	...	...				

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE X.—Gross earnings, working expenses and net earnings of works of Irrigation, &amp;c., for which Capital and Revenue accounts are kept, for five years ending 1883-84, with Revised estimates for 1884-85, and Budget-estimates for 1885-86.—(Contd.)

				ACTUALS.					Revised estimates, 1884-85.	Budget-estimates, 1885-86.
				1879-80.	1880-81.	1881-82.	1882-83.	1883-84.		
PRODUCTIVE PUBLIC WORKS.—(Contd.)										
WORKING AND MAINTENANCE—										
Orissa canals	...	...	...	26,777	20,007	22,806	24,154	29,919	26,500	26,400
Midnapore canal	...	...	...	15,440	18,033	22,947	22,808	21,505	21,000	20,400
Tidal canal	...	...	...	4,230	2,069	2,008	4,087	4,088	2,900	7,000
Sone canals	...	...	...	25,731	47,867	45,733	23,904	31,447	55,100	52,000
Ganges canal	...	...	...	107,408	81,550	80,823	82,949	86,196	90,000	92,500
Lower Ganges canal	...	...	...	7,071	40,903	50,101	63,215	64,751	94,400	91,000
Agra canal	...	...	...	21,004	20,081	22,000	21,761	23,400	27,400	26,700
Eastern Jumna canal	...	...	...	...	...	17,307	19,917	19,564	19,630	21,750
Western Jumna canal	...	...	...	43,034	37,343	39,143	44,055	41,204	46,400	50,000
Chenab canal	...	...	...	...	...	...	...	...	...	1,000
Hari Doab canal	...	...	...	46,415	30,702	40,114	51,007	52,900	40,000	46,300
Sirhind canal	...	...	...	...	...	...	...	1,002	17,130	21,000
Godavari Delta system	...	...	...	...	...	20,710	31,503	30,543	42,831	40,400
Kistna	...	...	...	...	...	24,307	27,317	27,923	20,070	20,000
Sangam-Asicut System	...	...	...	...	...	...	...	...	100	2,700
Desert canal	...	...	...	140,795	108,791	1,366	1,173	2,040	2,007	2,070
Begari canal	...	...	...	...	...	4,928	7,008	5,540	5,007	5,370
Eastern Nara Works	...	...	...	...	...	2,148	5,008	5,003	7,140	7,000
Mutha canals	...	...	...	...	...	8,334	5,705	5,961	6,300	6,700
Other projects	...	...	...	...	...	23,620	24,100	29,067	32,535	30,630
Total	...	...	...	460,251	405,473	465,435	601,908	514,537	641,510	603,100
NET REVENUE—										
Orissa canals	...	...	...	—8,938	—8,029	—10,531	—2,153	—5,526	—11,500	—7,400
Midnapore canal	...	...	...	9,345	2,724	2,100	2,005	4,402	700	1,000
Tidal canal	...	...	...	350	2,900	1,000	600	1,701	2,750	1,600
Sone canals	...	...	...	17,424	407	27,407	15,004	8,034	11,750	17,000
Ganges canal	...	...	...	249,001	148,031	150,516	106,478	90,000	261,241	157,000
Lower Ganges canal	...	...	...	—1,211	82,019	112,001	115,601	107,473	9,023	5,500
Agra canal	...	...	...	20,607	4,005	20,446	21,003	24,614	54,000	27,000
Eastern Jumna canal	...	...	...	...	...	78,704	85,701	79,000	74,723	62,000
Western Jumna canal	...	...	...	97,014	1,64,431	96,791	77,130	101,221	121,100	100,000
Chenab canal	...	...	...	...	...	...	...	...	...	1,000
Hari Doab canal	...	...	...	72,714	1,20,100	98,278	65,430	115,503	65,400	60,000
Sirhind canal	...	...	...	...	...	...	...	—1,001	—1,400	—7,500
Godavari Delta system	...	...	...	...	...	137,387	122,007	122,570	121,210	120,510
Kistna	...	...	...	...	...	72,430	60,517	70,303	60,423	60,130
Sangam-Asicut System	...	...	...	...	...	...	...	2,070	1,350	1,350
Desert canal	...	...	...	204,040	4,04,552	9,770	9,000	8,013	9,400	10,000
Begari canal	...	...	...	...	...	7,219	10,000	12,731	15,700	17,000
Eastern Nara Works	...	...	...	...	...	12,245	6,070	10,508	17,220	17,115
Mutha canals	...	...	...	...	...	7,834	6,000	6,073	6,000	6,000
Other projects	...	...	...	...	...	67,775	74,973	70,743	60,400	67,137
Total	...	...	...	551,197	1,010,900	901,304	609,127	665,070	749,325	612,000
PRODUCTIVE WORKS.										
DIRECT RECEIPTS—										
Nara canal	...	...	...	...	...	...	...	...	71	...
Sundry projects	...	...	...	...	...	...	...	...	71	...
Total	...	...	...	...	...	...	...	...	71	...
POSITION OF LAND REVENUE DUE TO IRRIGATION—										
Sundry projects	...	...	...	...	...	...	...	...	...	...
TOTAL REVENUE—										
Nara canal	...	...	...	...	...	...	...	...	...	...
Sundry projects	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...
WORKING AND MAINTENANCE—										
Nara canal	...	...	...	...	...	...	...	...	517	...
Sundry projects	...	...	...	...	...	...	...	...	517	...
Total	...	...	...	...	...	...	...	...	517	...
NET REVENUE—										
Nara canal	...	...	...	...	...	...	...	...	—440	...
Sundry projects	...	...	...	...	...	...	...	...	—440	...
Total	...	...	...	...	...	...	...	...	—440	...
PUBLIC WORKS NOT CLAIMED AS PRODUCTIVE										
DIRECT RECEIPTS—										
Sundry projects	...	...	...	109,553	112,039	45,963	47,884	101,945	90,001	95,012
POSITION OF LAND REVENUE DUE TO IRRIGATION—										
Sundry projects	...	...	...	94,523	221,207	100,403	217,740	211,507	234,457	242,600
TOTAL REVENUE—										
Sundry projects	...	...	...	204,076	333,246	214,367	265,624	233,452	224,458	237,612
WORKING AND MAINTENANCE—										
Sundry projects	...	...	...	100,407	117,162	117,047	120,040	124,353	150,100	131,400
NET REVENUE—										
Sundry projects	...	...	...	97,979	217,194	97,320	127,884	174,400	174,618	206,212



GOVERNMENT OF INDIA.  
REVENUE AND AGRICULTURAL DEPARTMENT.

SUMMARY OF THE WEATHER REPORTS FOR JANUARY AND FEBRUARY 1885.

Dated Calcutta, the 20th March 1885.

RESOLUTION—By the Government of India, Revenue and Agricultural Department.

Read the following :—

*Summary of the Weather Reports for January and February 1885.*

The exceptional steadiness of the winter-monsoon current, which was noticed in the November-December Meteorological Summary, has also been the principal characteristic of the past two months. The effect of these steady North-Westerly and North-Easterly winds is displayed most clearly by the thermometer, the readings of which shew that, not only has the resultant temperature of the whole period been below the average, but that the weather has been steadily and uniformly cool throughout.

The normal distribution of pressure during the cold weather consists of an area of high readings overlying the Punjab, Rajputana, the Cis-Gangetic portions of the North-Western Provinces, and the northern parts of the Central Provinces, and a low pressure area over the south-west of the Peninsula. To this distribution is due the North-Westerly winds of the Gangetic plain, the Northerly winds over Bengal, and the North-Easterly winds over the Bay of Bengal, the Peninsula and the central parts of the country; and the steadiness with which these winds have prevailed during the past season is attributable to the almost uninterrupted continuance of the normal barometric conditions. Two considerable interruptions did, however, occur during January. On the 7th, the barometer fell rapidly over North-Western India, and a large barometric depression was formed over Sind and the Punjab. Heavy rain fell at the stations in the extreme north-west, and the barometric fall continuing during the 8th, rain extended as far East as Mirat and Delhi. On the 9th, pressure was recovering, and the depression breaking up, but rain continued to fall both on that and the following day in the Punjab, Rajputana and Central and North-West Provinces. In the N. W. Himalaya there was a good deal of snow. Rain again fell in the Punjab, North-West, and Central Provinces, and Behar, on the 16th and 26th. It was not until the 28th that the normal distribution was extensively modified. On this date a distinct depression, apparently containing several small centres of disturbance, was formed over the North-Western Provinces. This occasioned very unsettled weather over North-Western India, and severe thunderstorms occurred in parts of the Punjab and North-Western Provinces. The storms at Delhi and Lucknow were exceptionally severe for the season. During February there was no important interruption to the average distribution of pressure, but local disturbances, with local rain and thunderstorms, occurred in Bengal, Orissa, &c., on the 4th and 5th, again on the 11th and 12th, and again on the 18th.

In January the Punjab, the Trans-Gangetic parts of the North-Western Provinces, Orissa, Rajputana, and Sind, all had more than the average rainfall of the month; but in February the only parts of the country which experienced more than the average were Lower Bengal, Chutia Nagpur, Orissa, and the neighbouring parts of the Northern Circars and Central Provinces.

As mentioned above, the mean temperature of the whole period was below the average, but the deficiency was by no means so general in the first as in the second month, the only exceptions to the general coolness in February being the stations of Goa, Gopalpore, Bellary, Negapatam, Mercara, Bangalore and Colombo. The greatest general departure from the average occurred in both months between the dates of the 9th and 16th, when in January the thermometer fell as low as  $21^{\circ}$  below the average of the month at Quetta,  $18^{\circ}$  at

Murree, 15° at Multan, 14° at Dera Ismail Khan, 13° at Sirsa, and 12° at Lahore, while in February between the same dates the greatest deficiencies were 16° at Dera Ismail Khan and Rawalpindi, 12° at Simla, and over 10° at Roorkee, Mirat, Allahabad, and over the Central Provinces and Rajputana.

The amount of humidity in the atmosphere showed comparatively little departure from the average, being generally somewhat above it in January and below in February.

The following table shows the total average rainfall of the months of January and February, and the difference from this average of that of the past two months :—

DISTRICTS.	Average rainfall, January and February	Difference from the aver- age in January and February 1885.
	Inches.	Inches.
Punjab, West	2'58	+ 3'55
" East	2'53	+ 2'80
North-Western Provinces, Trans-Gangetic	2'33	+ 1'54
" " Cis-Gangetic	0'93	- 0'31
Behar	1'21	- 0'52
Northern Bengal	1'49	- 1'08
Assam, Cachar	2'52	- 1'07
Lower Bengal, Chutia Nagpur	1'44	+ 1'36
Orissa, Northern Circars	0'70	+ 1'27
Central Provinces, South	0'90	+ 0'06
Berar	0'70	- 0'67
Rajputana, Central India, Saugor, Nerbudda	0'70	- 0'20
Sind, Cutch	0'46	+ 0'37
Gujarat	0'17	- 0'13
Konkan	0'42	- 0'42
Deccan, Hyderabad	0'23	- 0'23
Malabar	0'64	- 0'46
Mysore, Bellary	0'57	- 0'51
Karnatic	1'10	- 1'03
Ceylon (Colombo)	5'04	- 2'60
British Burma	0'15	+ 0'06

W. L. DALLAS,

*Asst. Meteorological Reporter  
to the Govt. of India.*

CALCUTTA,

*The 9th March 1885.*

ORDER.—Ordered that the papers be published in the Supplement to the *Gazette of India*.

E. C. BUCK,

*Secy. to the Govt. of India.*

## DEPARTMENT OF FINANCE AND COMMERCE.

*Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eleven months of the official year 1884-85, and of the thirteen preceding years.*  
(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE ELEVEN MONTHS, APRIL TO FEBRUARY.											YEAR.														
	BOMBAY.			SINDH.			MADRAS.			TOTAL PORTS IN INDIA.																
	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.		Total Revenue.													
1871-72.	9.67	66.57	23.12	99.36	5.74	44.09	4.23	54.05	1.04	1.26	2.04	4.34	3.46	11.53	12.85	27.84	1.55	4.06	17.79	23.40	31.46	1.27.51	1.48.97	60.02	2,08.99	1871-72.
1872-73.	10.92	63.46	25.56	90.94	5.11	40.48	3.39	48.98	97	1.16	1.84	3.97	3.56	11.27	10.34	25.17	2.78	4.77	38.33	35.87	23.34	1.21.14	1.44.48	69.45	2,13.93	1872-73.
1873-74.	10.27	60.67	20.39	91.23	4.86	45.55	3.63	55.03	1.33	93	1.13	3.28	3.44	12.72	13.26	29.43	3.03	4.79	22.33	30.14	23.81	1.24.66	1.48.47	60.72	2,09.20	1873-74.
1874-75.	10.26	70.33	17.53	98.73	6.51	45.29	4.23	56.03	1.04	83	1.48	3.35	3.37	12.80	12.41	28.08	3.49	6.30	15.44	25.23	25.27	1.35.05	1.60.32	61.09	2,11.41	1874-75.
1875-76.	12.13	68.51	19.11	99.65	6.77	42.10	4.21	53.08	1.32	96	1.14	3.32	4.25	12.39	10.44	27.06	3.45	4.86	25.75	34.06	27.72	1.28.82	1.56.54	60.65	2,17.19	1875-76.
1876-77.	12.01	60.19	18.90	91.10	7.78	39.36	1.09	48.23	1.34	71	31	2.36	4.93	10.96	6.20	22.09	3.81	5.04	22.10	30.95	29.87	1.16.26	1.46.13	48.60	1,94.73	1876-77.
1877-78.	13.26	74.49	19.46	1,07.21	7.92	45.48	1.24	54.64	1.73	84	44	3.01	5.52	9.09	2.33	16.84	4.55	5.97	30.13	30.65	32.98	1.35.87	1.68.85	43.50	2,13.35	1877-78.
1878-79.	11.87	58.82	19.35	90.04	7.78	41.50	2.17	51.61	1.75	57	29	2.61	4.98	8.56	4.41	17.95	6.03	6.56	22.33	34.92	32.41	1.16.07	1.48.43	48.55	1,97.03	1878-79.
1879-80.	11.39	54.65	13.86	79.90	8.73	36.93	2.23	47.69	3.02	70	32	4.04	4.66	8.46	7.43	20.55	6.34	6.54	26.01	38.89	34.14	1,07.29	1.41.43	49.85	1,91.27	1879-80.
1880-81.	12.10	54.84	15.27	82.21	8.11	51.41	2.41	61.93	4.50	1,14	23	5.87	4.80	9.63	7.08	21.50	4.42	7.72	31.74	43.88	33.93	1.24.73	1.58.68	58.73	2,15.39	1880-81.
1881-82.	12.31	47.15	17.23	76.69	9.35	44.14	1.77	55.26	3.65	1,21	40	5.26	4.58	8.98	4.97	17.93	6.79	7.50	33.52	47.81	34.68	1,08.98	1.45.66	57.29	2,02.85	1881-82.
1882-83.	13.06	14	18.11	31.33	9.59	-1.01*	1.78	10.36	3.16	4	55	3.75	5.02	6	3.53	8.61	7.31	7	40.70	48.08	39.16	-70*	37.48	64.67	1,02.13	1882-83.
1883-84.	13.37	35	17.29	31.04	9.80	52	1.53	11.94	3.36	5	53	3.94	4.68	8	5.38	10.04	7.17	13	32.24	39.53	38.37	1,12	39.49	56.97	96.45	1883-84.
1884-85.	11.43	34	13.77	25.54	10.00	47	1.91	12.38	3.66	6	57	4.29	4.41	5	4.41	9.97	6.82	7	23.65	30.54	36.32	99	37.31	44.31	81.63	1884-85.

\* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,  
STATISTICAL BRANCH;  
Calcutta, 16th March 1885.

D. M. BARBOUR,

Secretary to the Government of India.



0000	0001	0002	0003	0004	0005	0006	0007	0008	0009	0010	0011	0012	0013	0014	0015	0016	0017	0018	0019	0020	0021	0022	0023	0024	0025	0026	0027	0028	0029	0030	0031	0032	0033	0034	0035	0036	0037	0038	0039	0040	0041	0042	0043	0044	0045	0046	0047	0048	0049	0050	0051	0052	0053	0054	0055	0056	0057	0058	0059	0060	0061	0062	0063	0064	0065	0066	0067	0068	0069	0070	0071	0072	0073	0074	0075	0076	0077	0078	0079	0080	0081	0082	0083	0084	0085	0086	0087	0088	0089	0090	0091	0092	0093	0094	0095	0096	0097	0098	0099	0100	0101	0102	0103	0104	0105	0106	0107	0108	0109	0110	0111	0112	0113	0114	0115	0116	0117	0118	0119	0120	0121	0122	0123	0124	0125	0126	0127	0128	0129	0130	0131	0132	0133	0134	0135	0136	0137	0138	0139	0140	0141	0142	0143	0144	0145	0146	0147	0148	0149	0150	0151	0152	0153	0154	0155	0156	0157	0158	0159	0160	0161	0162	0163	0164	0165	0166	0167	0168	0169	0170	0171	0172	0173	0174	0175	0176	0177	0178	0179	0180	0181	0182	0183	0184	0185	0186	0187	0188	0189	0190	0191	0192	0193	0194	0195	0196	0197	0198	0199	0200	0201	0202	0203	0204	0205	0206	0207	0208	0209	0210	0211	0212	0213	0214	0215	0216	0217	0218	0219	0220	0221	0222	0223	0224	0225	0226	0227	0228	0229	0230	0231	0232	0233	0234	0235	0236	0237	0238	0239	0240	0241	0242	0243	0244	0245	0246	0247	0248	0249	0250	0251	0252	0253	0254	0255	0256	0257	0258	0259	0260	0261	0262	0263	0264	0265	0266	0267	0268	0269	0270	0271	0272	0273	0274	0275	0276	0277	0278	0279	0280	0281	0282	0283	0284	0285	0286	0287	0288	0289	0290	0291	0292	0293	0294	0295	0296	0297	0298	0299	0300	0301	0302	0303	0304	0305	0306	0307	0308	0309	0310	0311	0312	0313	0314	0315	0316	0317	0318	0319	0320	0321	0322	0323	0324	0325	0326	0327	0328	0329	0330	0331	0332	0333	0334	0335	0336	0337	0338	0339	0340	0341	0342	0343	0344	0345	0346	0347	0348	0349	0350	0351	0352	0353	0354	0355	0356	0357	0358	0359	0360	0361	0362	0363	0364	0365	0366	0367	0368	0369	0370	0371	0372	0373	0374	0375	0376	0377	0378	0379	0380	0381	0382	0383	0384	0385	0386	0387	0388	0389	0390	0391	0392	0393	0394	0395	0396	0397	0398	0399	0400	0401	0402	0403	0404	0405	0406	0407	0408	0409	0410	0411	0412	0413	0414	0415	0416	0417	0418	0419	0420	0421	0422	0423	0424	0425	0426	0427	0428	0429	0430	0431	0432	0433	0434	0435	0436	0437	0438	0439	0440	0441	0442	0443	0444	0445	0446	0447	0448	0449	0450	0451	0452	0453	0454	0455	0456	0457	0458	0459	0460	0461	0462	0463	0464	0465	0466	0467	0468	0469	0470	0471	0472	0473	0474	0475	0476	0477	0478	0479	0480	0481	0482	0483	0484	0485	0486	0487	0488	0489	0490	0491	0492	0493	0494	0495	0496	0497	0498	0499	0500	0501	0502	0503	0504	0505	0506	0507	0508	0509	0510	0511	0512	0513	0514	0515	0516	0517	0518	0519	0520	0521	0522	0523	0524	0525	0526	0527	0528	0529	0530	0531	0532	0533	0534	0535	0536	0537	0538	0539	0540	0541	0542	0543	0544	0545	0546	0547	0548	0549	0550	0551	0552	0553	0554	0555	0556	0557	0558	0559	0560	0561	0562	0563	0564	0565	0566	0567	0568	0569	0570	0571	0572	0573	0574	0575	0576	0577	0578	0579	0580	0581	0582	0583	0584	0585	0586	0587	0588	0589	0590	0591	0592	0593	0594	0595	0596	0597	0598	0599	0600	0601	0602	0603	0604	0605	0606	0607	0608	0609	0610	0611	0612	0613	0614	0615	0616	0617	0618	0619	0620	0621	0622	0623	0624	0625	0626	0627	0628	0629	0630	0631	0632	0633	0634	0635	0636	0637	0638	0639	0640	0641	0642	0643	0644	0645	0646	0647	0648	0649	0650	0651	0652	0653	0654	0655	0656	0657	0658	0659	0660	0661	0662	0663	0664	0665	0666	0667	0668	0669	0670	0671	0672	0673	0674	0675	0676	0677	0678	0679	0680	0681	0682	0683	0684	0685	0686	0687	0688	0689	0690	0691	0692	0693	0694	0695	0696	0697	0698	0699	0700	0701	0702	0703	0704	0705	0706	0707	0708	0709	0710	0711	0712	0713	0714	0715	0716	0717	0718	0719	0720	0721	0722	0723	0724	0725	0726	0727	0728	0729	0730	0731	0732	0733	0734	0735	0736	0737	0738	0739	0740	0741	0742	0743	0744	0745	0746	0747	0748	0749	0750	0751	0752	0753	0754	0755	0756	0757	0758	0759	0760	0761	0762	0763	0764	0765	0766	0767	0768	0769	0770	0771	0772	0773	0774	0775	0776	0777	0778	0779	0780	0781	0782	0783	0784	0785	0786	0787	0788	0789	0790	0791	0792	0793	0794	0795	0796	0797	0798	0799	0800	0801	0802	0803	0804	0805	0806	0807	0808	0809	0810	0811	0812	0813	0814	0815	0816	0817	0818	0819	0820	0821	0822	0823	0824	0825	0826	0827	0828	0829	0830	0831	0832	0833	0834	0835	0836	0837	0838	0839	0840	0841	0842	0843	0844	0845	0846	0847	0848	0849	0850	0851	0852	0853	0854	0855	0856	0857	0858	0859	0860	0861	0862	0863	0864	0865	0866	0867	0868	0869	0870	0871	0872	0873	0874	0875	0876	0877	0878	0879	0880	0881	0882	0883	0884	0885	0886	0887	0888	0889	0890	0891	0892	0893	0894	0895	0896	0897	0898	0899	0900	0901	0902	0903	0904	0905	0906	0907	0908	0909	0910	0911	0912	0913	0914	0915	0916	0917	0918	0919	0920	0921	0922	0923	0924	0925	0926	0927	0928	0929	0930	0931	0932	0933	0934	0935	0936	0937	0938	0939	0940	0941	0942	0943	0944	0945	0946	0947	0948	0949	0950	0951	0952	0953	0954	0955	0956	0957	0958	0959	0960	0961	0962	0963	0964	0965	0966	0967	0968	0969	0970	0971	0972	0973	0974	0975	0976	0977	0978	0979	0980	0981	0982	0983	0984	0985	0986	0987	0988	0989	0990	0991	0992	0993	0994	0995	0996	0997	0998	0999	1000
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

**D. BARBOUR,**  
*Secretary to the Government of India.*

DEPARTMENT OF FINANCE AND COMMERCE,  
(Statistical Branch.)



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
CIVIL WORKS.  
Irrigation.

**REVENUE REPORT OF IRRIGATION WORKS IN THE BOMBAY PRESIDENCY  
(EXCLUDING SIND) FOR THE YEAR 1883-84.**

No. 561., dated Fort William, the 18th March, 1885.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Government of Bombay, Public Works Department, No. 17 W. I.—40, dated 28th January 1885, forwarding the above Report and the Local Government Resolution reviewing it.

**OBSERVATIONS.**—The expenditure during the year on Capital Account was R3,65,295, and the total outlay, both direct and indirect, under this head of charge, amounted at the close of the year under review to R1,51,10,680. The balance of unpaid interest is diminished by the abolition of interest accounts for all works not classed as Productive, and for the present year is shown as R47,38,373.

2. The revenue, direct or indirect, was by assessments R2,46,727, and by actual realizations R2,86,755, the maintenance charges, including those for collection of revenue, amounted to R1,70,089. The net profit from the working of the year was therefore R76,638, giving a return of 0.51 per cent. on a Capital outlay of R1,51,10,680.

3. The following table compares the areas irrigated, the revenue assessed and the working expenses for four years.

YEAR.	Acres irrigated.	Assessed revenue, direct and indirect.	Working ex- penses.	Profit from assessments.
		R	R	R
1880-81 . . . . .	34,495	2,30,652	1,47,095	82,657
1881-82 . . . . .	29,841	2,37,768	1,58,982	78,786
1882-83 . . . . .	28,735	2,79,649	1,66,870	1,12,779
1883-84 . . . . .	32,962	2,46,727	1,70,089	76,638

The decrease in assessed revenue is partly due to the introduction of a revised scale of water-rates; the rates for the different classes of irrigation have been generally reduced in the hope that the cultivators will be encouraged to use the water more freely, and this expectation will doubtless be realized as the new schedules become more generally known. There is a considerable decrease in indirect revenue owing to the cessation of the practice that previously prevailed of taking credit for savings in other Government Departments.

The increase in working expenses is entirely due to larger charges for establishment and collection; the result on the whole is that the incidence of the cost of maintenance on each acre irrigated amounts to R4.4 instead of R4.6 which was the figure for the previous year.

The necessity for the high establishment charges has not been explained in the report; they amount to 50 per cent. on the cost of works and repairs, and their incidence is particularly heavy on some of the individual works, such as the Mutha and Ojhar Canals, and Matoba, Shirsupal and Bhadalwadi Tanks. Continuous efforts should be made to sensibly reduce the maintenance charges which show a tendency to increase year by year.

4. The Government of India would invite attention to the very large balances of revenue that have still to be realized. In paragraph 26 of his report, the Chief Engineer states that the outstandings on the whole of the works amount to Rs2,376 which is 22 per cent. on the assessments for the year. The bulk of the uncollected revenue, Rs7,171, is due to the Mutha canals, and is recorded without any remark or explanation.

5. The rainfall of the year was good; at many of the works a very heavy fall is recorded at the beginning of the monsoon which filled the tanks to overflowing. In some instances the copious rainfall appears to have assisted in the extension of irrigation, and in others it is reported as having rendered artificial irrigation unnecessary. These varying results were doubtless due to the position and circumstances of the different works, but it would be satisfactory if the more important matters connected with individual irrigation works were noticed and explained by the Chief Engineer in his report. The level of the water in nearly all of the tanks is stated to have been higher at the close than at the beginning of the year, and there was therefore a prospect of increased irrigation from these works in the current year.

6. The increase of 4,227 acres in the irrigation of the year was under the following crops :—

DESCRIPTION.	Class I, perennial.	Class II, 8 months' crops.	Class III, 4 months' crops.	Class IV, monsoon dry.	Hot weather crops.
	Acrea.	Acrea.	Acrea.	Acrea.	Acrea.
Sugarcane . . . . .	180	...	...	...	...
Wheat . . . . .	...	827		...	...
Ground-nut . . . . .	...	794	...	...	...
Gram . . . . .	...	...	1,159	...	...
Bajri . . . . .	...	...	...	1,240	...
Chino, Rala and Wara . . . . .	...	...	...	107	...
Sundries . . . . .	...	...	...	441	...
Condiments . . . . .		160			

whilst there was a decrease of 631 acres under other crops principally in rice which accounts for 329 acres. The greater part of the increase appears to be under the lower classes III and IV which are generally rated at Rs1-4 and 4 annas per acre respectively; this points to the necessity which has been urged in previous reviews for a more general provision of storage tanks and in the case of the Mutha canals justifies the increase to the capacity of Lake Fife which has already been approved by the Supreme Government. It would be convenient if in future reports the table of areas of principal crops were made more complete by the addition of information regarding the classes to which the crops belong, and in a separate table the rates that have been charged for the various classes on the different works during the year under report might be given.

7. It is a matter for regret that opportunities could not be found at any time during the year under review for carrying out systematic experiments with the object of gauging the loss of water from canals. It is evident from the results of the rough experiments on the channels of the Palkhed canals and under the Ekruk Tank, which are to be found in the separate reports by the local officers, that a very large percentage of the most valuable water of the year is absolutely lost, and opportunities might well be made for ascertaining definitely whether any and, if so, how much of this waste is preventible. It is not stated why, when opportunities offered in the cases alluded to above, they were not fully taken advantage of to obtain reliable results.

8. A full description of the very useful works which are classed as "Works for which only revenue accounts are kept" was given in a separate publication

of Part II of the Irrigation Revenue Report of the Bombay Government for 1881-82. A complete abstract is promised when the lists which are now being revised and corrected have been finished. The results of their working for two years are shown below :—

YEAR.	Gross revenue from all sources.	All charges.	Net receipts, direct and indirect.
	<i>R</i>	<i>R</i>	<i>R</i>
1882-83	4,45,848	2,45,530	2,00,318
1883-84	4,97,827	2,04,841	2,92,986

The increase in revenue and decrease in working expenses is very satisfactory.

**ORDER**—Ordered, that copies of this Resolution and of the Report be forwarded to the Department of Finance and Commerce, and to the Revenue and Agricultural Department for information.

Ordered also, that copies of this Resolution be forwarded to the Government of Bombay for information and guidance, and that copies of the Report and of the Resolution be forwarded to the Local Governments and Administrations noted in the margin, in the Public Works Department, for information.

Ordered further, that this Resolution and the Resolution by the Local Government be published in the Supplement to the *Gazette of India*, and that copies of this Resolution be forwarded to Her Majesty's Secretary of State.

W. S. TREVOR, *Colonel, R.E.*,  
*Secretary to the Government of India.*

No. 17 W. I.—40, dated 28th January 1885.

**RESOLUTION**—By the Government of Bombay, P. W. Dept., Irrigation Branch.

Read the following :—

Memorandum from the Chief Engineer for Irrigation, No. 3810, dated 28th October 1884.  
—Forwards the Irrigation Revenue Report of the Bombay Presidency, excluding Sind, for 1883-84, Parts I and II.

**RESOLUTION**.—This report has been nearly three months in the Press. Endeavour should be made in future to pass it through more expeditiously.

2. The total Capital outlay during the year has been R3,65,295, bringing the total Capital outlay up to the end of the year to R1,51,10,680.

3. No new works have been brought into operation during the year under review.

4. The total area irrigated under the existing new works is 32,962 acres. This shows an increase of 4,227 acres for the year, and for the most part in the permanent irrigation which is satisfactory.

5. The assessed Revenue is R2,46,727. This shows a decrease of R1,987 for the year, which is due to the reduction of water-rates ordered by the Secretary of State; but as the area of irrigation is certain to increase steadily under

the reduced rates, there will soon be a corresponding increase in the receipts on account of kharif and rabi dry crop irrigation. This falling off may be regarded therefore as temporary only.

6. The total working expenses are R1,70,089 against R1,66,870 in 1882-83.

7. The average rate for maintenance per acre irrigated is R3.80 against R4.37, the average water-rate per acre being R1.60 against R5.61 in 1882-83. It has thus cost R3.80 to maintain an irrigated acre yielding on the average R4.60, which must still be regarded as extremely high: but as explained in para. 5 *ante*, the water-rates this year have been largely reduced in view to the extension of the dry crop irrigation; and this accounts in some measure for the apparently high maintenance charge.

8. The gross area under command of the works is 417,430 acres and the net irrigable is 317,907. Of the latter 32,962 acres or 10.3 per cent. were actually irrigated during 1883-84.

9. The project for a storage reservoir at Tarla for the Krishna Canal should be no longer delayed.

10. Government concur with the Chief Engineer for Irrigation that the reports of the Executive Engineers in regard to the smaller works may advantageously be curtailed.

11. No opportunity should be lost of obtaining accurate information as to the loss of water in the canals by leakage, evaporation and absorption.

12. Under Part II, which deals with works in operation for which only Revenue Accounts are kept, a net revenue of R2,92,956 is exhibited, the gross receipts for the year being R4,97,827 and the working expenses R2,04,841.

13. The irrigated area was 138,468 acres. The average water-rate is thus R3.59 and the cost of maintenance per acre irrigated R1.48.

14. The total revenue credited in the Irrigation Department from *all* works in operation under Parts I and II in 1883-84 amounted to R7,44,554. The working expenses were R3,74,930, leaving a net revenue of R3,69,624.

15. Copies of the Report and of this Resolution thereon should, as usual, be forwarded to the Government of India and the Secretary of State.

GOVERNMENT OF INDIA.  
REVENUE AND AGRICULTURAL DEPARTMENT.  
MUSEUMS and EXHIBITIONS.

Circular No.  $\frac{25 \text{ R.}}{1-22}$ , dated the 18th March 1885.

READ—

Despatch from Her Majesty's Secretary of State for India, No. 14, Statistics and Commerce, dated the 12th February 1885, regarding the Indian and Colonial Exhibition to be held in London in 1886.

RESOLUTION.

The share which India is to take in the London Exhibition of 1886 having now been definitely determined, the following information is published for the instruction and guidance of intending exhibitors.

2. The Indian Section will consist of four Divisions:—

- (1) The Imperial Courts, in which will be illustrated the physical features, natural history, ethnology, and administration of the country; also raw produce and primary manufactures.
- (2) The Provincial Courts, in which will be illustrated local industries such as artware, ornamental fabrics, stone-carving, &c.
- (3) Space occupied by private exhibits not admitted into the Imperial or Provincial Courts.
- (4) A Tea Room.

3. Plans and measurements of the Courts and spaces to be occupied by India have been received, and will shortly be procurable at the Exhibition Branch of the Revenue and Agricultural Department\* in Calcutta. It is sufficient for present purposes to state that the most important Division of the Indian Section will be the Provincial Courts, which are to be ranged in the most prominent part of the Exhibition building.

4. Persons desiring space for exhibits in the Imperial Courts or in the Tea Room, must apply to the Exhibition Branch direct. All applications should be in the form annexed, and should state the amount of floor or wall-space required, and in the latter case the entire dimensions of the intended exhibit. It must be understood that it is unlikely that any very large amount of space can be given to any one exhibitor, and it will be advisable that those who wish to exhibit raw produce or rough manufactures, such as jute and cotton yarns and cloths in the Imperial Courts, should take measures to arrange their exhibits in neat cases of a limited size, using, wherever feasible, samples rather than complete lengths, bales, or specimens, of the manufactured article.

5. Similarly, persons who desire to have exhibits admitted into the Provincial Courts must apply to the officer in charge of the Exhibition Office of their Province. The application should be in the same form as that indicated above for applications for the Imperial Court.

Madras . . . . .	Superintendent, Government Central Museum, Madras.
Bombay . . . . .	Mr. J. Griffiths, Superintendent, Sir J. J. School of Art, Bombay.
Bengal . . . . .	Secretary to the Government of Bengal, Revenue Department, Calcutta.
North-Western Provinces and Oudh . . . . .	Mr. D. M. Smeaton, C.S., Director of the Department of Agriculture, Cawnpore.
Punjab . . . . .	Mr. J. L. Kipling, Principal, Mayo School of Art, Lahore.
Central Provinces . . . . .	Mr. J. B. Fuller, B.C.S., Director of the Department of Agriculture, Nagpur.
British Burma . . . . .	Mr. H. L. Tilly, Rangoon.
Assam . . . . .	Mr. H. Z. Darrah, B.C.S., Director of the Department of Agriculture, Shillong.
Coorg . . . . .	The Secretary to the Chief Commissioner.

\* London's Buildings.



6. If any exhibit, or set of exhibits, is considered too large or unsuitable for display in the Imperial or Provincial Courts, application for extra space may be made through the Revenue and Agricultural Department or directly to the Royal Commissioners or their Agents.

7. Exhibits such as carpets, rugs, wood and stone-carving, ornamental mats, &c., will, as a rule, be restricted to a certain size, and application must be made for special permission if for any reason it is desired to send an exhibit of a larger size than that authorized. The maximum size for carpets will be ordinarily 9 feet by 12 feet, but smaller sizes may be sent, provided that the Province or manufacturer sending, makes up a complete standard block of the above size. The same rule applies to rugs and mats. Wood and stone-carving may be shown in panels of 1 foot 8 inches square or in smaller panels making up a complete square of the above size.

8. It is improbable that any exhibits can be received for despatch to London later than the 25th December.

9. Any enquiries on matters connected with the Exhibition may be addressed to the Exhibition Branch, Revenue and Agricultural Department, Calcutta, either directly or through the Provincial Officers named in paragraph 5.

ORDER.—Ordered that the foregoing		Resolution be forwarded to the
To—Secretary to the Government of Madras.		Local Governments and Admin-
" " " Bombay.		istrations noted on the margin,
" " " Bengal.		for information and guidance
" " " N.-W. P. & Oudh.		and that it be published in the
" " " Punjab.		<i>Gazette of India</i> and the several
Chief Commissioner of Central Provinces.		Provincial Gazettes.
" " British Burma.		
" " Assam.		
" " Coorg.		

Ordered also that it be communicated to the following officers:—

Agent to the Governor General, Rajputana.	
" " Central India.	
" " Baroda.	
Resident, Hyderabad.	
" Mysore.	
Officer on Special Duty, Cashmir.	
Resident, Nepal.	

(True extract.)

E. C. BUCK,  
Secretary to the Govt. of India.

# Indo-Colonial Exhibition, London. 1886.

## APPLICATION FOR SPACE.

• Here insert Imperial or Provincial  
as the case may be.

the • hereby apply for the following space in  
Court of the Indo-Colonial Exhi-  
bition, viz.—

Floor space	feet by	feet.
Wall space	feet by	feet.
	feet by	feet.

Name and address in full of Exhibitor

Nature of the Exhibit

No. of Class

No. of Division

No. of Section

N.B.—The information relating to name of Exhibitor, section, class, and nature of exhibit, should be accurate and as detailed as possible, in order to ensure the correctness and usefulness of the catalogue.

Signature of applicant

Address

Date of application

## LONDON EXHIBITION OF 1886.

Classified List showing divisions and sections under which  
exhibits will be ranged.

### IMPERIAL COURTS.

#### Class A.

#### THE COUNTRY.

#### DIVISION.

#### Section

- |                                 |   |
|---------------------------------|---|
| I.—Physical Features            | (1. Geography.<br>2. Meteorology.<br>3. Geology and Mineralogy.   |
| II.—Natural History             | (1. Botany.<br>2. Zoology.  |
| III.—Ethnology and Anthropology | (1. Races of inhabitants.<br>2. Language, religion, social habits.<br>3. Articles of personal adornment.<br>4. Articles of domestic use.<br>5. Articles of agricultural use.<br>6. Articles of sport and war. |

In each of the above sections, specimens, books, reports, maps, diagrams, photographs, and models will be shown where possible.

## Class B.

## THE ADMINISTRATION OF THE EMPIRE.

Division.	Section.
I.—Revenue and Agriculture	1. { Trigonometrical. Topographical. } Survey.* <sup>1</sup> Cadastral. 2. Meteorological Survey.* <sup>2</sup> 3. Geological Survey.* <sup>3</sup> 4. Industrial Survey. 5. Agriculture. 6. Revenue. 7. Internal Trade. 8. Emigration.
	1. General Finance. 2. Salt.* <sup>4</sup> 3. Customs. 4. Excise. 5. Opium. 6. The Mints.* <sup>5</sup> 7. Stamps.* <sup>6</sup> 8. Post Office.* <sup>7</sup> 9. External Trade.
	1. Education. 2. Law and Justice. 3. Police. 4. Sanitary and Medical.* <sup>8</sup> 5. Archaeological Survey.* <sup>9</sup> 6. Forests.* <sup>10</sup> 7. Statistics and Gazetteers.* <sup>11</sup> 8. Jails.
	1. Railways.* <sup>12</sup> 2. Roads. 3. Irrigation.* <sup>13</sup> 4. Public Buildings. 5. Telegraphs.* <sup>14</sup>
	1. Acts and Regulations.
	1. Native States. 2. Imperial Orders and Decorations.
	1. Interior Economy of Army. 2. Military Education. 3. Soldiers' Exhibitions and Workshops. 4. Military Maps and Routes.
	1. Military Organisation. 2. Military Medical—Ambulance, &c.* <sup>15</sup> 3. Army Clothing.* <sup>16</sup> 4. War Matériel.* <sup>17</sup> 5. Food and Transport.* <sup>18</sup> 6. Army Remounts.* <sup>19</sup> 7. Elephant Kheddahs.* <sup>20</sup> 8. Indian Medals and Decorations. 9. Military Buildings.* <sup>21</sup>
VII.—Military and Marine.	1. Dockyards and Ships.* <sup>22</sup> 2. Marine Surveys.* <sup>23</sup>

The Divisions show the Imperial Secretariat Departments of the Government of India.

The Sections show the Minor Departments and subjects with which they deal.

A star (\*) denotes a minor Imperial Department under the administration of a Special Officer.

**Class C.****PRODUCTS AND PRIMARY MANUFACTURES.****DIVISION I.—FOODS AND FOOD STUFFS.***Of a Vegetable nature—**Section.*

1. Cereals and preparations from cereals—Flour, pearl-barley, &c.
2. Pulses and preparations from pulses—Split-peas, peas-meal, &c.
3. Other grains and seeds—Buck-wheat, Amaranthus, &c.
4. Bread, pastry, biscuits, and other manufactures from 1, 2, and 3.
5. Tubers, bulbs, roots, and stems—Potato, Aracacea, Yams, &c.
6. Vegetables and fruits, with models and drawings to illustrate these.
7. Sugar, molasses, syrup, &c., &c.
8. Starches—Arrowroot, sago, tapioca, &c., &c.
9. Cattle food and fodder.
10. Foods used in times of famine.
11. Spices and condiments—Pepper and mustard, olives, capers, cardamoms, cinnamoms, ginger, &c., &c.
12. Essences and extracts.
13. Jams, jellies, preserved fruits, and other manufactures or preparations from fruits and vegetables.
14. Confectionery, sweetmeats, &c.
15. Pickles, chutnies, curry-powders, sauces, &c.
16. Other exhibits.

*Of an Animal nature—**Section.*

1. Preparations of meat, game, &c.
2. Preparations of fish, &c.
3. Other exhibits.

*Of a Mineral nature—**Section.*

1. Salt, earths, &c.

**DIVISION II.—SPIRITS, WINES, OTHER BEVERAGES, AND VINEGARS.***Section.*

1. Spirits, spirits of wine, &c.
2. Wines.
3. Ale and porter.
4. Aerated waters, mineral water, and specially prepared essences, &c., used in their manufacture.
5. Vinegar—malt and wine.
6. Other exhibits.

**DIVISION III.—NARCOTICS.***Section.*

1. Tea.
2. Coffee, coffee-beans, prepared coffee, and essence of coffee.
3. Chocolate, and cocoa and cocoa-beans.
4. Tobacco and its preparations.
5. Opium and its preparations.
6. Indian hemp and its preparations.
7. Other exhibits.

**DIVISION IV.—OIL-SEEDS, OILS, SOAP AND PERFUMERY.***Section.*

1. Oil-seeds.
2. Prepared oils.
3. Soaps.
4. Perfumery-producing products.
5. Prepared perfumes, ottoes, &c.
6. Other exhibits.

**DIVISION V.—MEDICINES, DRUGS, CHEMICALS.***Section.*

1. Medicinal raw products.
2. Prepared medicines and drugs—quinine, &c., &c.
3. Chemicals.
4. Poisons.
5. Other exhibits.

## DIVISION VI.—GUMS, RESINS, &amp;c.

*Section.*

1. Gums and resins.
2. Catechu and its preparations.
3. Gambier and its preparations.
4. Lac and its preparations.
5. Varnishes—raw and prepared.
6. India-rubber, gutta-percha, &c., with their preparations and manufactures.

## DIVISION VII.—DYES, TANS, MORDANTS, PIGMENTS, AND PAINTS.

*Dyes of a Vegetable nature—**Section.*

1. Indigo.
2. Safllower.
3. Madder.
4. Other exhibits.

*Dyes of an Animal nature—**Section.*

5. Lac-dye and cochineal.
6. Indian yellow dye or Peori.
7. Other exhibits.

*Dyes of a Mineral nature—**Section.*

8. Earths.
9. Mordants and dye auxiliaries.
10. Mixed dyes.
11. Other exhibits.

*Tans—**Section.*

12. Wattle bark.
13. Divi-divi pods.
14. Babul bark and pods.
15. Myrabolams.
16. Galls.
17. Other tans and tanning materials.

*Pigments and Paints—**Section.*

20. Pigments.
21. Paints.
22. Inks—dry and liquid.

## DIVISION VIII.—FIBRES AND FIBROUS PLANTS.

*Of a Vegetable nature—**(a) Textile fibres—**Section.*

1. Cotton, ginned and unginned.
2. Manufactures of cotton, not included in Class IV.
3. Jute.
4. Manufactures of jute.
5. Flax and its manufactures.
6. Hemp and its manufactures.
7. San hemp (*Crotalaria juncea*) and its manufactures.
8. Bowstring hemp (*Sansevieria*) and its manufactures.
9. Manilla hemp and other plantain and banana fibres, with manufactures.
10. Aloe and Yucca fibres, with manufactures.
11. Rhea and other nettle fibres, with manufactures.
12. Coir and its manufactures.
13. Fibres suitable as silk substitutes.
14. Other exhibits.

*(b) Fibres suitable for cordage—*

1. Cordage fibres.
2. Ropes, twine, &c., &c.



*(c) Paper and Paper Materials—**Section.*

15. Fibres suitable for paper manufacture.
16. Paper half stuffs.
17. Indian indigenous and hand-made paper.
18. European or machinery-made paper.

*Of an Animal nature—**(a) Silk—**Section.*

19. Mulberry, silk-worms and insects, cocoons, waste, fibre, and thread.
20. Tusser, silk-worms and insects, cocoons, waste, fibre, thread, and manufactures, not included in Class IV.
21. Eri, silk-worms and insects, cocoons, fibre, waste, thread, and manufactures.
22. Munga, silk-worms and insects, cocoons, fibre, waste, thread, and manufactures.
23. Other exhibits.

*(b) Wool—**Section.*

24. Indian and imported.
25. Manufactures of wool, not included in Class IV.
26. Pashm and its manufactures.
27. Hair and its manufactures.
28. Other exhibits.

*Of a Mineral nature—**Section.*

29. Asbestos, &c.

## DIVISION IX.—LEATHER, HIDES, HORNS, &amp;c.

*Section.*

1. Leather and the coarser manufactures therefrom.
2. Skins, hides, horns, &c.
3. Other exhibits.

## DIVISION X.—CANE, GRASS, AND BAMBOO.

*Section.*

1. Canes, reed and bamboos.
2. Sedge mats and matting.
3. Palm (cane and leaf) mats and matting.
4. Screw pine and shital-pati mats.
5. Chicks and tatties.
6. Bamboo mats and matting.
7. Basket-work and cane furniture, not included in Class IV.
8. Brushes, &c.
9. Thatching.

## DIVISION XI.—MINERALS AND ORES.

*Section.*

1. Minerals.
2. Coal.
3. Lime, sand, clay, &c.
4. Bricks, tiles, &c.
5. Stones, marble, &c.
6. Domestic pottery of every-day life, cooking utensils, water jugs, &c., &c.
7. Ores.
8. Metals.
9. Metal wares used in every-day life, cooking utensils, &c.

## DIVISION XII.—TIMBERS.

*Section.*

1. Collections of timbers.
2. Wooden utensils and implements.
3. Other exhibits.

## PROVINCIAL COURTS.

## Class D.

## ARTS AND INDUSTRIES.

## DIVISION I.—FINE ARTS.

*Section.*

1. Paintings and drawings.
2. Engravings, lithographs, &c.
3. Photographs, &c.
4. Sculpture.

## DIVISION II.—DECORATIVE ART.

*Section.*

1. Architectural designs and models.
2. Designs for manufactures.
3. Archaeological drawings, models, &c.
4. Models in clay, wax, terra-cotta, plaster of Paris.
5. Decorative painting as applied to architecture.
6. Decorative painting as applied to articles of domestic use.
7. Decorative carving as applied to architecture.
8. Other works of decorative art not specified.

## DIVISION III.—MUSICAL INSTRUMENTS.

*Section.*

1. Wind instruments.
2. Stringed instruments.
3. Instruments of percussion.

## DIVISION IV.—JEWELRY.

*Section.*

1. Gold and silver smith's work, including filigree, settings of precious stones, &c.
2. Enamelled jewelry.

## DIVISION V.—ART MANUFACTURES IN METAL.

*Section.*

1. Gold and silver plate.
2. Koft or damascened work.
3. Brass, copper, and mixed metal.
4. Brass and copper wares for sacrificial purposes—(a, modern), (b, ancient).
5. Arms and armour (a, ancient), (b, modern).
6. Cutlery.
7. Iron and steel wares.
8. Electro-plated wares.
9. Enamels, other than jewelry.

## DIVISION VI.—ART MANUFACTURES IN WOOD, IVORY, &amp;c.

*Section.*

1. Carved furniture and carpentry.
2. Inlaid work.
3. Ivory carving.
4. Lacquered wares.
5. Wood carving.

## DIVISION VII.—LAPIDARIES' WORK.

*Section.*

1. Agate, jasper and cornelian wares.
2. Shells.

## DIVISION VIII.—MARBLE AND STONE.

*Section.*

1. Carved objects in marble.
2. Inlaid marble.

## DIVISION IX.—POTTERY.

## Section.

1. Glazed pottery.
2. Unglazed pottery.

## DIVISION X.—GLASS.

## Section.

1. Blown objects.
2. Moulded articles.

## DIVISION XI.—TEXTILES.

## Section.

1. Cotton fabrics.
2. Wool fabrics.
3. Silk fabrics.
4. Other fabrics.

## DIVISION XII.—EMBROIDERIES.

## Section.

1. Silk, cotton, or woollen thread.
2. Gold and silver.

## DIVISION XIII.—LEATHERS AND FURS.

## Section.

1. Shoes.
2. Poshtins, belts, saddlery, &c.
3. Furs.

## DIVISION XIV.—BASKETS, MATS, AND STRAW WORK.

## Class E.

## DIVISION I.—INDIGENOUS PROCESSES AND MACHINES.

## Section.

1. Agricultural machines and implements.
2. Irrigation appliances.
3. Others.

## DIVISION II.—PROCESSES AND MACHINES INTRODUCED INTO OR SUITABLE FOR USE IN INDIA.

## Section.

1. Tea Machinery.
2. Cotton Machinery—Cotton cleaning, packing, hand spinning.
3. Rice-cleaning.
4. Power Gears (Bullock, &c).
5. Agricultural Implements.
6. Windmills for Irrigation.
7. Solar Heat Apparatus.
8. Sugar Mills.
9. Fibre-cleaning Machines.
10. Silk-winding.
11. Bee-hives.
12. Information for Planters, Travellers, &c.

## DIVISION III.

## Section.

Articles of personal and domestic use.

## GOVERNMENT OF INDIA.

## REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR  
THE WEEK ENDING THE 18th MARCH 1885.

**GENERAL REMARKS.**—The rainfall of the past week has been confined to a few districts in Bengal, Assam, to one or two places in British Burmah and Madras, and to Rawalpindi and Sambalpur in the Punjab and Central Provinces, respectively.

The standing crops are generally fair in the Malras Presidency, but the harvest yield is below the average. The *rabi* harvest is nearly complete in most districts of the Bombay Presidency. It is in progress in other parts of the Presidency, as also in Bengal, the North-Western Provinces and Oudh, Central Provinces, and the Berars, and gives promise of a good outturn.

In Mysore scarcity of water becoming more felt, while the outlook for cattle and the prospects of the rice harvest are unfavourable. In Assam crop prospects are generally good; ploughing operations still continue. In the Central India and Rajputana States agricultural prospects are favourable; the *rabi* is being harvested in Harowtee and Jeypore.

Cholera and smallpox are reported from most Provinces, otherwise the public health is generally good.

Prices are rising slightly in parts of the Punjab, elsewhere they remain generally steady.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Madras—(Mar. 18th)</b>		
Bellary	Nil	Standing crops, dry crops generally, and wet crops in parts, withering from want of rain; harvest paddy and dry grains yield below average; fever and smallpox exist; 10 deaths from cholera.
Kernool	"	Standing crops good, except in one division, and in parts of 3 talukas, where they have withered from want of rain; harvest cotton yield half; smallpox and cattle-disease prevalent.
Ganjam	Average 14	Fever and cattle-disease prevalent; cholera slight.
Kistna	Nil	Standing crops good; smallpox, fever and cattle-disease exist; 15 deaths from cholera.
Chingleput (Madras)	"	Standing crops under breached tanks in parts of 2 talukas withered from deficiency of water; harvest paddy outturn below half the average; smallpox and cattle-disease exist, 19 deaths from cholera.
Coimbatore	"	Standing crops wet good, except in parts of 2 talukas, where they require rain; dry crops little; standing cotton generally fair; harvest wet and dry grains, outturn paddy about average; dry grains below average; fever exists; 25 deaths from cholera.
Tanjore	"	Standing crops generally good; harvest wet and dry grains outturn below average; cholera again increasing, 235 deaths.
Madura	"	Outturn of harvest unsatisfactory; fever prevalent; 3 deaths from cholera.
Malabar	"	Third rice crop cultivation progressing; fever exists; smallpox and cattle-disease slight; 7 deaths from cholera.
Travancore	00	Smallpox and fever exist; 1 death from cholera at Treandrum.
		<i>General Remarks.</i> —General prospects fair, except in parts of Bellary and Anantapur.
<b>Bombay—(Mar. 18th)</b>		
Karachi	Nil	River at Kotri on 16th, 5 feet 7 inches against 3 feet 7 inches on same date last year; one fresh case of smallpox in Karachi on 8th, four cases remaining; disease in 36 villages in the districts; 53 fresh cases, 12 deaths, 40 remaining; cholera cases: in Sakro 13 cases, 6 deaths, 34 remaining; in Ghoraiari 80 cases, 15 deaths, 26 remaining; and in Shahbandar 2 cases, 2 deaths; blight and drought in standing crops in 3 talukas; fever in 5 talukas; cattle-disease in 4 talukas; loss of 44 buffaloes and 15 cows and bullocks; prices: wheat, red rice and <i>bajri</i> in Karachi 26, 28 and 36; in Dadu 40, 32 and 44; in Tatta 32, 40 and 48, and in Shahbandar 22, 40 and 48 lbs. per rupee respectively.
Hyderabad	"	<i>Rabi</i> good; oilseed harvest commenced in Hyderabad, Badin Tando, Bago Tando, Alshyar and Nausari; <i>rabi</i> crops in Kandiaro attacked by rust and blight here and there; sky cloudy; river at Kotri on 12th 5 feet 9 inches against 3 feet 5 inches on same date last year; smallpox in 4, measles in 2, fever in 7, and cattle-disease in 3 talukas; prices steady.
Ahmedabad	"	Reaping of <i>rabi</i> crops continues; wheat 35 and <i>bajri</i> 37 lbs. per rupee.
Baroda	"	Health good; crops in good condition; cotton-picking commenced in Nausari; <i>bajri</i> 34 and rice 21 lbs. per rupee.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Bombay—contd.</b>		
Surat . . . . .	<i>Nil</i>	<i>Rabi</i> harvest and cotton-picking continue; cholera in Surat, Bardoli, and Jalalpur, 39 cases, 18 deaths; fever in Mandvi; <i>jowari</i> 38½ and <i>nagli</i> 44½ lbs. per rupee.
Nasik . . . . .	"	<i>Rabi</i> crops good; slight injury to crops by mildew in Sinnar, Chandor, and Yeola; reaping of <i>rabi</i> crops in progress in parts of Sinnar, Igatpuri, Chandor, Nandgaon, Baglan, and Kalvan; public health generally good; cholera in parts of Nasik, Sinnar, Dindori, Niphad, and Setana talukas; wheat 37, <i>bajri</i> 30½, and rice 24½ per rupee.
Colaba (Bombay) . . . . .	"	Abnormal temperature rose from 1° cool on 11th to 1° warm on 13th, and 14th, and then fell to 2° cool by the 17th; vapour in air excessive on 16th and 17th; abnormal wind northerly on 13th and 14th.
Poona . . . . .	"	<i>Rabi</i> reaping nearly completed; cholera in 4 talukas; in Janwar 3 cases, 1 fatal; in Haveli 48 cases, 20 fatal; in Khed and Naval number not yet reported; <i>bajri</i> 34 and <i>jowari</i> 41; in Poona <i>bajri</i> 32 and <i>jowari</i> 37 lbs. per rupee.
Ahmednagar . . . . .	"	Reaping of <i>rabi</i> almost completed; fever in Jamkhed; <i>jowari</i> 69 lbs. and <i>bajri</i> 29 to 41 lbs. per rupee.
Sholapure . . . . .	"	Harvesting of <i>rabi</i> crops nearly completed; <i>jowari</i> 49 lbs. 11 tolas and <i>bajri</i> 38 lbs. 39 tolas per rupee.
Dharwar . . . . .	"	Harvesting of late <i>jowari</i> commenced in 6 talukas; cotton-picking in progress; scarcity of fodder in 3, that of drinking water in 5 talukas; smallpox in Kalhatgi taluka; rice 23 to 32, and <i>jowari</i> 38 to 59 lbs. per rupee.
Kanara . . . . .	"	Common rice in Karwar 14, district average 15 seers per rupee; second crop rice plants in ear; smallpox prevails, 1 death in Sirsi, 4 in Sedapur, 1 in Haliyal and 3 in Supa; cattle-disease in Karwar and Supa; fever continues; weather hot.
Rajkot . . . . .	"	General health good; weather warm and cloudy; smallpox at Jafarabad; <i>bajri</i> 33 and <i>jowari</i> 44 lbs. per rupee.
		<b>General Remarks.</b> — <i>Rabi</i> harvest nearly completed in most districts of the Deccan and in Belgaum; in progress in other districts; standing crops injured by rust, blight, and drought in parts of Sindh, and by mildew in parts of Nasik; cotton slightly injured by cloudy weather in parts of Brouch; scarcity of fodder and drinking water continues in parts of Dharwar and Belgaum; fever and smallpox in parts of 11, and cholera and cattle-disease in parts of 9 districts.
<b>Bengal—(March 10th)</b>		
Chittagong . . . . .	3 00	Weather cloudy; the rain has done much good to winter crops, prospects of which are good; prices of food-grains steady; general health good, notwithstanding a few cases of cholera.
Dacca . . . . .	<i>Nil</i>	Pulses are being gathered; ploughing for next season's crops continues; <i>boro</i> paddy, <i>cheena</i> , and <i>kaon</i> are thriving; smallpox is still prevalent.
24-Pergunnahs . . . . .	"	There are no crops on the ground; lands are being ploughed; price of common rice stationary; public health generally good; state of river normal.
Moorsshedabad . . . . .	"	Weather warm; prospects of crops fair; public health good.
Burdwan . . . . .	01	Harvesting of <i>rabi</i> crops is nearly finished with a fair outturn; public health good.
Raigpore . . . . .	<i>Nil</i>	Early paddy is being sown in some places; pulses continue to be gathered; cutting of tobacco has commenced; price of rice has been gradually falling; public health good.
Bhagalpore . . . . .	"	<i>Rabi</i> crops are being cut, outturn from 4 to 10 annas is expected; wheat is doing very well in the sudder station; rice is selling at 13 seers 14 chistaka per rupee.
Purneah . . . . .	"	Early sowings of wheat have generally done well, prospects of late sowings are poor, but a fair outturn is expected; ploughing for early paddy continues; price of common rice is 16 seers per rupee; public health fair.
Patna . . . . .	"	Harvesting of <i>rabi</i> crops is still going on; state of opium good; smallpox prevails in some places in the Behar sub-division, otherwise public health generally good.
Durbhanga . . . . .	"	Harvesting of <i>rabi</i> crops is going on; opium is being extracted; prices of food-grains stationary; public health good.
Hazaribagh . . . . .	"	Weather warm; harvesting of <i>rabi</i> crops is progressing; prospects of <i>mohua</i> and mango crops are not good; common rice is selling at from 13 to 15 seers per rupee; public health generally good.
Cuttack . . . . .	98	Weather cloudy with strong south winds; <i>dalia</i> is in ear; ploughing is in progress; price of rice stationary; cholera and smallpox prevail in the interior, otherwise public health good.
Midnapore . . . . .	14	Weather seasonable; lands are being tilled; smallpox is prevalent in the Tunbuck sub-division and sporadic cases of cholera and cattle-disease are reported from other parts of the district.
Khulna . . . . .	<i>Nil</i>	Weather warm; <i>amra</i> paddy has been stored; sugarcane and <i>boro</i> paddy are doing well; prices of food-grains stationary; public health satisfactory with the exception of some cases of cholera in the Bagerhat sub-division.



Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Bengal—contd.</b>		
Dinagpore . . . . .	<i>Nil</i>	Ploughing operations are going on; public health good; a few cases of cattle-disease are reported.
Pubna (Serajgunge) . . . . .	"	Want of rain has retarded sowings of early crops and destroyed <i>choena</i> ; price of rice stationary; public health good.
Gya . . . . .	03	Prospects of <i>rabi</i> and paddy crops are generally fair, but they have been slightly damaged by unfavourable weather; public health good.
Bhampur . . . . .	<i>Nil</i>	Prospects of <i>rabi</i> and poppy crops continue good, the former crop is being harvested; prices of food-grains stationary; public health fair.
Shahabad . . . . .	"	High winds have somewhat damaged opium, but the greater portion of the crop has been gathered, and an average outturn is expected.
Monufierpore . . . . .	"	Collection of opium is nearly completed; some injury from blight is reported.
Saran . . . . .	"	Collection of opium is nearly completed; weather favourable; weighing of leaves has commenced.
Monghyr . . . . .	"	Collection of opium is now completed. <i>General Remarks.</i> —Slight rain fell in a few districts; ploughing operations for next season's crops are generally going on; harvesting of <i>rabi</i> crops still continues; <i>boro</i> paddy, <i>choena</i> , and <i>kaon</i> are thriving; pressing of sugarcane is going on with good outturn; price of rice is stationary; cholera and smallpox prevail in some districts, otherwise public health is good.
<b>N.W. Provinces and Oudh— (Mar. 19th)</b>		
Benares (Mar. 17th)	No rain	Sugarcane being planted; <i>rabi</i> being threshed; opium collection in progress; bazars well supplied; prices fluctuating; no sickness of men or cattle.
Gorakhpur ( " 16th )	"	Condition of crops same as last week; opium yield reported good; strong dry west wind during most of the week; prices stationary.
Fyzabad ( " 17th )	"	Weather hot; strong westerly wind; <i>rabi</i> crops being cut; opium being rapidly collected; prices steady; supplies abundant; general health good.
Lucknow ( " 16th )	"	Strong west wind; <i>rabi</i> crops being gathered; opium collection going on; market well supplied; prices slightly rising; condition both of men and cattle good.
Rai Bareilly ( " " )	"	Weather getting hot; <i>rabi</i> crops are being cut; markets well stocked; prices steady; general health good.
Partabgarh ( " 17th )	"	Weather fine; grain and <i>arkar</i> nearly ripe; <i>sawar</i> being irrigated; average yield of opium; prices stationary; health good.
Allahabad ( " " )	"	Harvesting in progress; prospects very good; prices stationary; public health good.
Cawnpore ( " 16th )	"	Weather warm; crops ripening and in places being cut; opium collections going on and yield plentiful; prices easy; smallpox continues in one pargana; cattle in good condition.
Banda ( " 16th )	"	Weather clear; reaping in progress; prices stationary; no distress.
Ballia ( " 16th )	"	Westerly wind continues; harvesting and sugarcane-planting in progress; prospects of crops on the whole very good; market well supplied; fodder for cattle ample; health good.
Farakhabad ( " 17th )	"	Injury from <i>girma</i> not as severe as expected; barley being cut; slight fever in two tahsils.
Sitapur ( " " )	"	West wind has prevailed during the week; the crops are being cut in some places; and a favourable outturn is expected; collecting of poppy drug is progressing.
Bareilly ( " 16th )	"	Crops good; a slight rise in prices; public health good.
Kumaon ( " " )	"	Weather warmer; crops doing well; prices unchanged; general health good; fever decreasing; cattle-disease continues.
Agra ( " 17th )	"	Barley being cut; prices steady; heat increasing fast; health good.
Jhansi ( " " )	"	Weather seasonable; prospects of <i>rabi</i> and opium crops good; prices steady; health of people and cattle good.
Meerut ( " 16th )	"	Weather frequently cloudy; crops ripening fast; rust disappeared; prices steady; health good. <i>General Remarks.</i> —Weather seasonable; harvesting in progress; markets well supplied; general health good.
<b>Punjab—(Mar. 18th)</b>		
Delhi . . . . .	<i>Nil</i>	<i>Rabi</i> prospects and health good; prices slightly rising.
Hissar . . . . .	"	<i>Rabi</i> prospects fair; health good; prices stationary.
Umballa . . . . .	"	<i>Rabi</i> crops flourishing; health and prospects good; prices stationary.
Jullundur . . . . .	"	Health and prospects good; prices stationary.
Sialkot . . . . .	"	Health and harvest prospects good; prices stationary.
Ferozepore . . . . .	"	Health and state of crops good; prices almost stationary.
Lahore . . . . .	"	Health good; wheat crops attacked by <i>karji</i> (rust) and suffering from want of rain; prices stationary.
Rawalpindi . . . . .	Slight rain	Health and <i>rabi</i> prospects good; prices rising.
Shahpur . . . . .	<i>Nil</i>	Health good; prices stationary.
Mooltan . . . . .	"	Health and state of crops good; prices slightly rising.
Dera Ismail Khan . . . . .	"	Health and prospects good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Punjab—contd.</b> Peshawar		Health and <i>rabi</i> prospects good; prices of wheat rising, of <i>bajri</i> and barley falling, of other grains stationary. <i>General Remarks.</i> —Slight rain in Rawalpindi district; health and prospects good, except in Lahore district, where wheat crops attacked by <i>kunji</i> (rust) and suffering for want of rain; prices slightly rising in Delhi, Mooltan, Rawalpindi, and Peshawar, and stationary elsewhere.
<b>Central Provinces—</b> (March 18th)		
Nagpur	Nil	Weather cloudy and close; <i>rabi</i> harvest completed; smallpox and cattle-disease still prevalent; prices steady.
Jubbulpore	"	Weather cloudy but cool; reaping of <i>rabi</i> commenced throughout the district; prospect unchanged; health good; wheat 25 and rice 17 seers per rupee.
Saugor (March 17th)	"	Weather slightly cloudy; crops progressing favourably; health good; prices steady.
Seoni	"	Weather cloudy, <i>rabi</i> reaping progressing; wheat suffered in places from <i>geroa</i> ; smallpox and cattle-disease continue; prices slightly risen.
Bhopalgabad	"	Warm nights; weather cool and cloudy; <i>rabi</i> harvesting progressing; fever slightly prevalent; wheat 25 and rice 12 seers per rupee.
Khandwa	"	Weather cloudy and close; reaping continues; 6 cases of cholera, 1 death; rice 16, <i>jowar</i> 32, and wheat 28 seers per rupee.
Raipur	"	Weather warm and cloudy; <i>rabi</i> harvest progressing; cattle-disease decreasing; 46 cases of cholera, 28 deaths in Simga tahsil during last month; prices stationary.
Sambalpur (March 14th)	53	Weather warm and cloudy; sugarcane sowings in progress; cholera in places; common rice 36 seers per rupee. <i>General Remarks.</i> —Weather continues cloudy; <i>rabi</i> harvesting almost concluded in southern districts, still in progress in northern districts; cholera has broken out in Chattishgarh, and cases of it have occurred in Nimar district.
<b>British Burma—</b> (March 18th)		
Akyab (Mar. 14th)	NW	Slight cholera in 1 township, a little smallpox in Akyab town, otherwise public health good; cattle healthy; price of paddy Rs. 58 per 100 baskets.
Bassein ( " " )	"	Public health good; price of paddy Rs. 78 per 100 baskets.
Rangoon ( " " )	"	Public health good; price of paddy Rs. 72 to 74 per 100 baskets.
Amherst ( " " )	"	Public health and health of cattle good; price of paddy Rs. 65 per 100 baskets.
(Moulmein).		
Tavoy ( " " )	0.56	Public health and health of cattle good; price of paddy Rs. 55 per 100 baskets; total rainfall 3.88 inches.
Pegu ( " " )	1.40	Public health and health of cattle good; price of paddy Rs. 59 to 65 per 100 baskets; total rainfall 1.70.
Henzada ( " " )	Nil	Smallpox prevalent in Henzada town; slight in Zalun and Myanong townships; otherwise public health good; cattle healthy; price of paddy Rs. 56 to 64 per 100 baskets.
Prome ( " " )	"	Public health and health of cattle good; price of paddy Rs. 65 per 100 baskets.
Toungoo ( " " )	"	Public health and health of cattle good; price of paddy Rs. 65 per 100 baskets.
Thayetmayo ( " " )	"	Smallpox prevalent in town, and also in 2 circles of district, otherwise public health good; cattle-disease prevalent in 2 circles, otherwise cattle healthy; price of paddy Rs. 76 per 100 baskets. <i>General Remarks.</i> —Smallpox prevalent in several districts, but for the most part trifling; a little sporadic cholera also, otherwise public health good; cattle generally healthy; weather very hot.
<b>Assam—(March 18th)</b> Gaubati	No rain during the week ending 17th instant.	Weather sultry; days warm and windy; mornings cool; sowing of <i>aus</i> commenced; rain wanted; harvesting of sugarcane going on; public health good.
Sylhet	0.26	State of crops good; rain much wanted; cattle-disease reported from Habiganj; cholera and smallpox prevailing in some parts of the district.
Cachar	1.42	Weather warm in the day, but cool at night; no crops on the ground; common rice 17½ seers per rupee; one death from smallpox reported from Lhakhipur; general health good.
Dibrugarh	51	Weather seasonable; ploughing for <i>ahu dhan</i> still going on; sugarcane being crushed; public health good.
<b>Mysore and Coorg—</b> (March 18th)		
Bangalore	Nil	Standing crops reported withering in Bangalore and Kolar, but the area concerned is not large; scarcity of water generally becoming more felt; prospects for cattle and rice harvest unfavourable; public health fair; prices rising.
Mercara	"	Paddy threshing completed; Vyshaka crop good; prices of coffee and cardamom still low; prices of food-grains stationary; prospects of season and public health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Berar &amp; Hyderabad— (March 18th)</b>		
Amraoti . . . . .	Nil	Weather cloudy and warm; reaping of <i>rabi</i> generally continues; prospects good; wheat 22, and <i>jowari</i> 26 seers per rupee.
Akola . . . . .	"	Weather clear and warm; reaping of <i>rabi</i> crops still in progress; prospects favourable.
Hyderabad . . . . .	"	<i>Rabi</i> crops continue to be reaped; <i>tabi</i> crops prospering; general health good; prices—wheat 14½, coarse rice 11, white <i>juar</i> 18, yellow <i>juar</i> 22, and <i>tur</i> 19½ seers per bali sicca rupee.
<b>Central India States— (March 18th)</b>		
Indore . . . . .	Nil	Weather continues warm; sky cloudy; prices steady; health good.
Morar (Gwalior) . . . . .	"	Health and prospects good; weather seasonable.
Satna . . . . .	"	Weather cloudy and warm; health and prospects good.
Neemuch . . . . .	"	Weather getting warmer; health good; collecting of opium in progress.
Goonna . . . . .	"	Health and prospects good.
Sehore . . . . .	"	Weather variable; opium and other crops and health good.
<b>Rajputana— (March 18th)</b>		
Abu . . . . . (Mar. 18th)	Nil	Weather cloudy and seasonable.
Sirohi . . . . . ( " 16th)	"	Tanks dry, wells good; health good; crops being out; temperature rising.
Marwar . . . . . ( " 13th)	"	Three months' water in Jodhpur city tanks; health good; <i>rabi</i> doing well; weather cloudy; temperature higher.
Haroti . . . . . ( " 14th)	"	Heat increasing; grain being harvested; some measles in Tonk; otherwise health good.
Jhalawar . . . . . ( " 13th)	"	Health and prospects good; weather seasonable.
Ajmere . . . . . ( " 17th)	"	Fever prevalent; few cases of smallpox in Todgarh.
Jeypore . . . . . ( " " )	"	<i>Rabi</i> being harvested; prospects favourable; prices steady; health good.
Ulwur . . . . . ( " " )	"	Weather becoming warm; prospects and health good.

E. C. BUCK,  
Secretary to the Govt. of India



SUPPLEMENT TO  
**The Gazette of India.**

N<sup>o</sup> 13. } CALCUTTA, SATURDAY, MARCH 28, 1885.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of six Rupees per annum if delivered in Calcutta, or nine Rupees if sent by Post.

No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
CIVIL WORKS.  
Telegraph.

REPORT ON SCHEME FOR UTILIZING THE AGENCY OF THE POST OFFICE IN  
THE OPERATIONS OF THE TELEGRAPH DEPARTMENT.

No. 50 T., dated Fort William, the 17th March 1885.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Report of the Director General of Telegraphs, No. 558 T., dated 1st February 1885, showing the progress made from the 1st December 1883 to the close of the year 1884 in giving effect to the scheme, sanctioned by the Government of India in October 1883, for utilizing the agency of the Post Office in the operations of the Telegraph Department.

RESOLUTION.—The Government of India regards the progress made in the scheme for utilising the agency of the Post Office in the operations of the Telegraph Department as most satisfactory and encouraging. In publishing the report of the Director General of Telegraphs for public information the Government of India wishes to record its appreciation of the joint services rendered by the Postal and Telegraph Departments in this matter.

ORDERED, that a copy of this Resolution be communicated to the Department of Finance, and to the Director General of Telegraphs.

Also that a copy be published in the *Gazette of India*.

W. S. TREVOR, Colonel, R.E.,  
Secretary to the Government of India.

No. 558 T., dated Calcutta, the 1st February 1885.

From—A. J. LEFFOC CAPPEL, Esq., Director General of Telegraphs in India,  
To—The Secretary to the Government of India, Public Works Department.

As considerable progress has been already made in giving effect to the scheme sanctioned by the Government of India, in Public Works Department Resolution No. 287T. of the 9th October 1883, for utilising the agency of the Post Office in the operations of the Telegraph Department, I think it may prove interesting if I briefly report what has been accomplished from the

A

1st December 1883, the date of actual commencement of operations, to the close of the year 1884.

2. I will notice the various points of interest in the following order:—

I.—The reciprocal free transmission of telegrams and letters on the service of the Postal and Telegraph Departments.

II.—Postal Telegraph Receiving Offices.

III.—Telegraphic Money-orders.

IV.—The training of Postal Employés as Telegraph Signallers.

V.—Telegraph extensions to Post Offices and the combination of postal and telegraph duties at small stations.

*I.—The reciprocal free transmission of telegrams and letters on the service of the Postal and Telegraph Departments.*

3. This measure, as a whole, has been decidedly beneficial in removing friction and facilitating combined working.

In the interests of the public stringent rules are observed in the Telegraph Department to prevent departmental telegrams occupying the lines to the prejudice of paid traffic: such messages are reduced to the lowest possible limit both in number and length, and, except in cases of extreme urgency, are despatched only when the lines are clear.

Similar precautions have been introduced in respect of postal messages, and the present Officiating Director General of the Post Office has it in contemplation to adopt a system of codifying all words and expressions of usual occurrence in postal telegrams to reduce still further their length.

4. Some of the licensed telegraph systems protested at first against carrying, free of charge, messages on the service of the Postal Department, and some absolutely refused to do so. It will be of no interest to reproduce here the arguments brought to bear in the protracted correspondence that resulted. It is sufficient to say that, with the assistance of the Consulting Engineers to Government, the objecting companies were brought to see that the orders of Government on the subject were not unreasonable and must be complied with.

## *II.—Postal Telegraph Receiving Offices.*

5. Rules for the treatment of telegrams received by Post Offices for transmission by post to the nearest Telegraph Office, and the necessary forms, were drawn up in this department and accepted by the Director General of the Post Office. Messages so tendered are Prepaid by means of postage labels, the discount on sale of which constitutes the remuneration of the Post Master, who, in the case of vernacular messages, is required to transcribe the telegram in Roman characters on a message form, or to translate it into English as preferred by the sender.

6. The amount collected by Post Masters is affixed in postage labels to the original telegrams, which are posted to the nearest Telegraph Office, whether Government or licensed, and no account-keeping is involved, except that the Check Office of this Department debits the Postal Department with the telegraph revenue prepaid in postage labels, less the usual discount of 3½ per cent.

7. The Check Office similarly effects the necessary adjustment of the value of postage labels accepted in payment for telegrams by licensed telegraph systems.

8. Owing to an oversight which I regret, statistics of the number and value of messages tendered at Postal Telegraph Receiving Offices have not been compiled prior to the 1st April 1884, and I have as yet only received the figures from April to September. They show a total for the half year of 11,623 messages of the value of Rs. 12,611.

9. The traffic has doubtless been affected by a misunderstanding, which is about to be remedied. It was arranged at the outset to distribute notices in the vernacular, as well as in English, calling attention to the facilities afforded for the despatch of telegrams from Post Offices, but this notice was issued only in English. Steps have now been taken to translate it into native languages and to distribute it freely throughout the country; but the scheme for the collection of telegrams at outstations has, I consider, made a promising start, and the facilities so offered may be expected, as they become more widely known, to prove a great public convenience, and to bring in a substantial increment of telegraph revenue to this department and to licensed systems.



*III.—Telegraphic Money-orders.*

10. In my letter No. 471T. of the 16th August last, I informed the Government that I had concluded arrangements with the Director General of the Post Office for the introduction of a system of telegraph money orders, the existing machinery of the Postal Department for remitting money being combined with telegraphic advices. This scheme came into force on the 1st October 1884.

11. As the system is fully described in the Postal Guide, it is unnecessary to enter into details here in respect of the postal procedure, and its incidence as regards the public.

12. The following are the charges which have been fixed for the telegraph portion of the business :—

- (1) The original advice (containing on the average 16 words) is charged for at the fixed rate of Rs. 2, being "ordinary" rate, although treated as an "urgent" message.
- (2) Any private matter added by the remitter is also charged for at the "ordinary" rate, 2 annas per word, although signalled as "urgent."
- (3) The re-addressed telegraphic advices requisite where the Post Office of origin or of destination, or both, are sub-post offices, are carried free of charge.
- (4) A fixed charge of one rupee, or "ordinary" rate, is made for an acknowledgment of receipt of the remittance, if sent, although such acknowledgment is transmitted as an "urgent" message.

13. From the date of the introduction of telegraphic money orders, this Department ceased to undertake money remittances under the "reply paid" rule for sums above Rs. 2.

14. During the first two months of the working of the telegraphic money order system, the number and value of telegraphic advices were as follows :—

	Number.	Value. Rs.
October 1884 . . . . .	777	1,747
November " . . . . .	759	1,707

being at the rate of about Rs. 20,000 per annum. The estimated average earnings in the Telegraph Department on remittances of sums exceeding Rs. 2 had previously been Rs. 40,000 per annum. The result so far therefore entails a loss; but this result is, it is believed, in some measure due to insufficient advertisement of the advantages offered, and steps have been taken to remedy this. As the system becomes better known, the increased transactions will doubtless bring up the receipts of this Department to at least the amount of its earnings under the old system, while the benefit of the change to the public is very considerable.

*IV.—Training Postal Employés in Signalling and Signal Office Procedure.*

15. Immediately on receipt of the sanction of the Government to the scheme, I arranged with the Director General of the Post Office to depute a large number of postal employés to training classes, established by this Department at numerous centres throughout India. The standard of qualification fixed for these men was ability to send and receive Morse signals at the rate of 10 words per minute, (which is only half the rate required from Departmental signallers), and to gain sufficient knowledge of simple instruments, batteries and signal office routine to enable them to keep up telegraphic communication on short lines; it has been found that from three to four months' tuition usually suffices to communicate the necessary elementary knowledge of telegraphy to the postal employés, although in some cases a much longer time had to be allowed, while in numerous instances men have displayed an absolute inability to master the subject and have had to be removed from the classes. On the whole, the facility with which they have picked up the needful knowledge is very remarkable, and bears testimony to their general intelligence and enterprize.

16. Up to the 31st December 1884, certificates of qualification had been given to 354 men, and on that date 99 were still under tuition. As a rule, the supply of qualified signallers has kept pace with the demand caused by opening up extensions.

17. Whenever it has been found necessary for the Postal Department to employ substitutes for the men deputed to learn telegraphy, the Telegraph Department has borne the extra cost entailed, as well as the travelling charges necessitated by such moves. The average expenditure under this head has been about Rs. 50 for each man trained.

18. In many places, however, the existing postal establishments are fully worked and unable without assistance to undertake telegraph work: to meet such cases the Postal Department has engaged, and sent for training, probationary clerks who receive no pay during tuition, and in such cases the only debit to this department is the amount of travelling charges (if any) incurred by the probationers in joining the training classes.

*V.—The development of the telegraph service by short extensions connecting "combined offices," with the existing telegraph lines and the making over, as a measure of economy, of certain unimportant departmental offices to postal agency.*

19. After the necessary rules\* and forms for "combined offices" had been drawn up in this Department and accepted by the Director General of the Post Office, the rules for the guidance of the public were revised, and published in the *Gazette of India*, and the requisite modifications of the Departmental and Licensed Telegraph Codes were made. Simple instructions for the use of the several descriptions of instruments that might be required were also drawn up, and a scale of equipment for "combined offices" was prepared. The object and scope of the scheme were fully explained to Chief Superintendents of Divisions, who were invited to lose no time in submitting recommendations for extensions which local circumstances seemed to justify and which promised a traffic sufficient to pay expenses.

20. In this direction I was greatly assisted by the Director General of the Post Office, who forwarded to me numerous lists of places which his principal officers desired to see made telegraph stations. The claims of every place named, whether by postal or telegraph officials, were carefully considered by me, and I am glad to be able to report that the care taken in this selection has been amply repaid by the results.

21. At the same time a selection was made of existing telegraph offices at which the experiment of working by postal agency might, it was thought, be tried; and the result, briefly stated, is that by the end of 1884, 65 departmental offices were converted into "combined" offices, by which measure a saving of approximately Rs. 71,000 per annum has been effected, and 170† new combined offices were opened, which, so far as data are available, show a profit on working of nearly Rs. 40,000 per annum.

22. I annex (Appendix A.) a detailed list of all combined offices opened up to the 31st December 1884, showing whether new offices or offices which were previously worked by departmental agency, whether connected to departmental offices or to licensed telegraph offices, and the cost of working and average monthly revenue.

23. A detailed statement of the cost of constructing the connecting lines is also attached (Appendix B). Of these, 59 are permanent lines, and 93 lines of temporary supports, which will be replaced by more permanent material as the success of the different offices becomes assured. The length of lines involved in these connections has been—

Miles.

481 of new wire suspended on existing supports.  
1,100 of new posts and wires.

\* These have been modified and added to from time to time, and they are now incorporated in the new edition of the departmental Traffic Code.

† The number of new offices opened during the previous 10 years was only 89.

24. The cost of making these lines has been approximately Rs. 2,34,000. The cost of fitting up the offices may be put down at Rs. 250 for each connection, or Rs. 42,500 for the 170, so that for a total capital expenditure to the end of the year of Rs. 2,76,500 (or less than three lakhs even if the cost of training be included), a net revenue of nearly Rs. 40,000 per annum is even now being obtained.

25. These results have far exceeded my anticipations. The indirect advantages of extending telegraph facilities into native town centres appeared to me sufficient to justify an initial direct loss, and when I made my proposals to Government, the utmost I could allow myself to hope for was a balance of receipts and current expenditure for some years to come. It is, I venture to submit, a matter for unmixed gratification that the Government has been able to extend telegraph facilities in what may be described as almost a wholesale manner, not only without loss, but with every prospect of an assured financial gain.

26. The progress made month by month in establishing combined offices is shown in the following abstract :—

Month.	No. OF COMBINED OFFICES.	
	Transferred.	New.
December 1883	17	...
January 1884	3	1
February "	1	4
March "	6	23
April "	6	20
May "	8	17
June "	2	16
July "	8	16
August "	4	11
September "	5	14
October "	2	17
November "	1	15
December "	2	16
TOTAL	65	170

A total of 235 offices, of which 166 are connected to Government and 69 to licensed telegraph offices.

In addition to the above, arrangements were in progress at the end of the year 1884 to open 49 additional offices, and a large number of further extensions are in progress and under consideration.

27. It may be convenient to state here the arrangement come to with the Postal Department regarding the cost of combined offices. The broad principle is that the Telegraph Department shall pay the actual additional expense entailed by the assumption of telegraph work, and while the Postal Department gains by the attraction of the higher pay it is enabled to offer to a number of poorly paid employes, the Telegraph Department has just cause for congratulation at the liberal and catholic spirit with which the Director General of the Post Office has met its demands.

28. In a few instances, where the postal work is very light, the Post Master is required to undertake telegraph work without additional remuneration, and in such cases no debit is made to the Telegraph Department. In other cases, the Post Master receives an allowance for the telegraph duties, and where the postal or telegraph work is too heavy to admit of the latter being undertaken by the ordinary postal staff, special clerks are engaged at the expense of this department. Similarly, in the few cases where the available Post Office accommodation is too small to admit of telegraph work being undertaken, the Telegraph Department bears the expense involved in obtaining additional room. In a few instances postal peons deliver the few telegrams that are received, and in those cases no charge is made for their services; but where

this is impracticable, the cost of special messengers is borne by the Telegraph Department. Finally, a small fixed allowance is usually given for telegraph contingencies, such as stationery, other than forms, lighting, &c., and the Telegraph Department is debited with the actual cost of telegraph forms printed in the postal press for use in combined offices.

29. In the few cases in which it has been found convenient to establish "telegraph combined offices," i.e., offices at which the postal work is performed by telegraph officials, the Postal Department is debited only with the actual extra cost incurred. There are at present only ten

Bisora.  
Dewas.  
Dhunsiri Mukh.  
Diamond Island.  
Dimapore (Assam).

Ghuna.  
Kaliabar.  
Myanaung.  
Shajapur.  
Sipri.

such offices, named in the margin.

30. It will be observed that many of the new combined offices have been open only a month or two, yet the average monthly earnings of the 140 new\* offices for which any data are available amount to Rs. 55 against an average working cost of Rs. 36, and these results are the more gratifying as, owing to the universal depression of trade, the experiment has been commenced under very unfavourable conditions.

31. The establishment of so large a number of combined offices, managed entirely by comparatively inexperienced men, has of course not been effected without throwing a large amount of extra work on the Telegraph Check Office. The want of arrangement and neatness in the packets of messages from combined offices, the careless filling in of invoices and other returns, irregularity in submitting returns and message drafts, and mistakes through ignorance or misunderstanding of rules, have all contributed to add largely to the work of that office. This will be readily understood when it is remembered that every combined office forwards its message drafts daily, that a letter has to be written regarding every missing message or return, and that rapid pairing or sorting of messages is largely dependent on the observance, by the offices, of the rules for arranging and despatching their documents.

32. Again the use of large numbers of postage stamps on messages instead of one or two telegraph stamps has much added to the labour of defacing the stamps and of scrutinising them when under audit. Postage stamps, more or less imperfectly defaced, are so easily obtainable that great vigilance is essential in the Check Office to prevent the fraudulent use of previously used stamps, mixed up, perhaps, with a number of good stamps. Such of the postage stamps as are affixed to messages tendered at railway telegraph offices reach the Check Office undefaced, and the counting and defacement of these under the immediate supervision of the Chief Superintendent of the Office adds considerably to the work.

33. It is satisfactory to find that, partly no doubt owing to those who use the telegraph at out-stations being less exacting than those at the large centres of trade, complaints from the public in respect of combined offices are infrequent. The service is necessarily not nearly so perfect as that on the main lines; but it has succeeded in giving satisfaction to those concerned, and has unquestionably met a public want.

34. By persistently calling attention, by means of printed memoranda, to every case of petty breach of rules, the Check Office is doing much to bring the combined offices up to the standard of exactness and smartness required in departmental offices.

35. It will be seen that the programme sketched out in my letter No. 480T. of the 29th August 1883, and approved by Government in its Resolution No. 287T. of the 9th October 1883, has been almost exactly followed, and I venture to hope that the gratification I feel at the result of the first year's operations may in some degree be shared by the Government of India.

36. Primarily the success is of course entirely due to the cordial co-operation I have received from the Director General of the Post Office, but it would be ungracious of me to omit to mention the loyal active help I have received from my own officers. The rapidity with which the scheme has been developed, and the numerous extensions provided, has involved a considerable increase of work, but it has been cheerfully undertaken by all, and to all my best thanks are due.

\* The average earnings, if transferred offices be included, are Rs. 74 monthly against an average monthly expenditure of Rs. 36.

Appendix A.

Combined Offices established up to 31st December 1884.

NAMES OF OFFICES.	New.	Transferred.	Connected to Government or Licensed system	Cost of working per mensem.	Average revenue per mensem.	Number of months open.
<i>Assam.</i>						
				Rs. A.	Rs. A.	
Deangmukh	New	...	Government	31 0	35 0	3
Gouripore	"	...	"	26 0	...	Opened in December.
Meema	...	Transferred	"	42 0	...	Ditto.
Nichinguard	New	"	"	21 0	30 0	13
Nighting Ghat	"	"	"	31 0	...	3
Sonapur	"	"	"	...	...	2
TOTAL	4	2				
<i>Bengal.</i>						
Alipur (Calcutta)	...	Transferred	Government	28 0	145 0	7
Amherst Street (Calcutta)	...	"	"	23 0	69 0	7
Bagh Bazar	...	"	"	23 0	34 0	8
Ballygunge	...	"	"	18 0	14 0	7
Bankura	New	...	Licensed	11 0	21 0	8
Behar	"	...	"	11 0	22 0	7
Beerbhoom	"	...	Government	11 0	96 0	6
Beeson Square (Calcutta)	"	...	"	38 0	55 0	5
Bishanpur	"	...	"	11 0	5 0	7
Bogra	...	Transferred	"	10 0	33 0	3
Boudhuk	New	...	Government	38 0	67 0	1
Bow Bazar (Calcutta)	"	...	Licensed	...	55 0	5
Chandernagore	"	...	"	19 0	...	5
Chinsurah	"	...	Government	...	68 0	7
Cox's Bazar	"	...	"	...	...	Opened in December.
Chandball	...	...	"	10 0	...	1
Cuttack City	...	...	"	17 0	98 0	7
Dumagore	...	Transferred	Licensed	15 0	47 0	13
Dharamtala (Calcutta)	New	...	Government	38 0	165 0	5
Durbinanga	"	...	Licensed	11 0	93 0	5
False Point	...	Transferred	Government	22 0	102 0	13
Furzedpore	New	...	"	31 0	47 0	9
Gya City	"	...	Licensed	11 0	78 0	7
Hazratbagh	...	Transferred	Government	35 0	136 0	13
Hatholah (Calcutta)	"	...	"	38 0	77 0	8
Hogchly	New	...	Licensed	30 0	23 0	6
Hathwa	...	Transferred	Government	16 0	60 0	6
Howrah	"	...	"	28 0	60 0	5
Jessore	New	...	"	...	...	2
Kamengunge	"	...	"	16 0	43 0	8
Kishanpur	"	...	Government	12 0	2 0	6
Kidderpore	"	...	"	38 0	63 0	5
Khoolua	"	...	"	58 0	16 0	5
Kendrapara	"	...	"	15 0	14 0	3
Kursong	"	...	"	39 0	100 0	9
Mozufferpore	"	...	Licensed	22 0	39 0	5
Motiharee	"	...	"	6 0	25 0	4
Monghyr	"	...	"	22 0	...	...
Notanganj	"	...	Government	6 0	15 0	6
Purneah	...	Transferred	"	31 0	129 0	10
Paighatta	New	...	"	13 0	29 0	6
Punkabaree	"	...	"	21 0	51 0	3
Patna City	New	Transferred	"	49 0	168 0	3
Purneah City	...	...	"	11 0	...	...
Rampore Baulah	...	Transferred	Government	18 0	100 0	6
Revelgunge	"	...	"	11 0	21 0	5
Rongpur	New	...	Licensed	...	88 0	6
Shalka	"	...	Government	8 0	10 0	8
Sonamukhi	"	...	"	...	3 0	5
Sonapore (Calcutta)	"	...	"	...	15 0	5
Sasaram	"	...	"	11 0	22 0	4
Sadarphat (Chittagong)	New	Transferred	"	38 0	444 0	2
Tikari	"	...	Licensed	11 0	...	1
TOTAL	37	16				
<i>Bombay.</i>						
Ahmednagar	...	Transferred	Government	114 0	228 0	6
Bassein (Bombay)	New	...	Licensed	11 0	11 0	9
Barsi	...	Transferred	Government	48 0	80 0	7
Bhendi	New	...	Licensed	8 0	...	1
Bijapur	...	Transferred	Government	48 0	58 0	4
Chiplun	"	...	"	32 0	68 0	13
Jalgaon	New	...	"	40 0	32 0	1
Katra	"	...	Licensed	14 0	28 0	9
Malegaon	...	Transferred	"	80 0	70 0	5
Matheran	"	...	Government	63 8	95 0	7
Nagpura	New	...	"	51 0	91 0	9



NAMES OF OFFICES.	New.	Transferred.	Connected to Government of licensed system.	Cost of working per mensem.	Average revenue per mensem.	Number of months open.
				Rs. A.	Rs. A.	
<i>Bombay—contd.</i>						
Nasik . . . . .	...	Transferred .	Government .	40 0	96 0	13
Palitana . . . . .	New .	...	Licensed .	15 0	49 0	9
Rajkot . . . . .	...	Transferred .	Government .	53 0	307 0	10
Rajapur . . . . .	...	"	"	32 0	64 0	13
Ratnagiri . . . . .	...	"	"	40 0	134 0	13
Randore . . . . .	New .	...	"	10 0	32 0	8
Saugamashvar . . . . .	"	...	"	7 0	9 0	6
Vambori . . . . .	"	...	Licensed .	6 0	3 0	6
TOTAL . . . . .	9	10				
<i>British Burmah.</i>						
Allanmye . . . . .	...	Transferred .	Government .	34 0	...	1
Kyaukse . . . . .	New .	...	"	32 0	30 0	3
Komondine . . . . .	"	...	"	42 8	31 0	2
Moopoon . . . . .	"	...	"	32 0	...	2
Okpo . . . . .	"	...	"	34 0	...	2
Shwedong . . . . .	"	...	"	30 0	5 0	3
Thatone . . . . .	...	Transferred .	"	33 0	31 0	9
TOTAL . . . . .	5	2				
<i>Central India.</i>						
Agar . . . . .	New .	...	Government .	28 0	125 0	5
Bhopal . . . . .	...	Transferred .	"	40 0	106 0	3
Dhar . . . . .	...	"	"	46 0	71 0	4
Rowah . . . . .	...	"	"	39 0	54 0	14
Sirdarpore . . . . .	New .	...	"	28 0	38 0	4
Sutna . . . . .	...	Transferred .	"	46 0	64 0	14
TOTAL . . . . .	2	4				
<i>Central Provinces and Béhar.</i>						
Akote . . . . .	New .	...	Government .	38 0	19 0	8
Amgarh . . . . .	"	...	Licensed .	29 0	39 0	1
Bandara . . . . .	"	...	"	38 0	23 0	7
Chikula . . . . .	"	...	Government .	38 0	27 0	7
Ellichpore . . . . .	"	...	"	38 0	35 0	7
Gadarwara . . . . .	...	Transferred .	"	28 0	192 0	4
Jubbulpore City . . . . .	...	"	"	63 0	211 0	8
Malkapur . . . . .	New .	...	"	29 0	36 0	1
Murwarra . . . . .	"	...	"	29 0	32 0	3
Nagpur City . . . . .	"	...	"	73 0	178 0	10
Narsingpur . . . . .	"	...	"	18 0	46 0	4
Pachmarhi . . . . .	...	Transferred .	"	40 0	114 0	10
Raipur . . . . .	...	"	Licensed .	39 0	154 0	7
Shimoga . . . . .	New .	...	Government .	29 0	24 0	1
Wardha . . . . .	"	...	"	29 0	33 0	1
TOTAL . . . . .	11	4				
<i>Madras.</i>						
Anakapalle . . . . .	New .	...	Government .	29 0	28 0	4
Amnatti . . . . .	"	...	"	55 0	39 0	10
Arcoot . . . . .	"	...	Licensed .	29 0	32 0	9
Baungara . . . . .	"	...	Government .	29 0	37 0	9
Cuddalore City . . . . .	"	...	Licensed .	40 0	137 0	10
Cuddalore City . . . . .	"	...	"	19 0	60 0	9
Coringa . . . . .	"	...	Government .	31 0	54 0	9
Calingapatnam . . . . .	"	...	"	29 0	63 0	5
Chattrapur . . . . .	"	...	"	29 0	108 0	4
Coimoor . . . . .	...	Transferred .	"	96 0	198 0	6
Devalia . . . . .	...	"	"	64 0	54 0	7
Dindigul . . . . .	New .	...	Licensed .	36 0	39 0	8
Gooty . . . . .	"	...	"	30 0	45 0	3
Kotagiri . . . . .	...	Transferred .	Government .	27 0	27 0	11
Kurnool . . . . .	"	...	"	60 0	161 0	14
Kumbakonam . . . . .	New .	...	Licensed .	29 0	103 0	8
Mylapore . . . . .	...	Transferred .	Government .	32 0	144 0	13
Mahe . . . . .	New .	...	"	28 8	47 0	9
Nagore . . . . .	"	...	Licensed .	29 0	60 0	9
Oancoor . . . . .	...	Transferred .	Government .	18 8	40 0	8
Ongole . . . . .	New .	...	"	28 8	53 0	5
Poonamallee . . . . .	"	...	"	19 0	17 0	9
Paramakudi . . . . .	"	...	"	43 0	27 0	9
Pudukotah . . . . .	"	...	Licensed .	31 0	83 0	8
Palghat . . . . .	"	...	"	30 0	60 0	4
Ramnad . . . . .	...	...	Government .	29 0	49 0	9
Saidapet . . . . .	"	Transferred .	"	51 0	132 0	12
St. Thomas' Mount . . . . .	...	"	"	55 0	54 0	10
Salem . . . . .	New .	...	Licensed .	34 0	176 0	9
Sowcarpet . . . . .	"	...	Government .	50 0	435 0	5
Tranquebar . . . . .	"	...	Licensed .	29 0	61 0	9
Tirupati . . . . .	"	...	"	34 0	61 0	10
Triplicane . . . . .	...	Transferred .	Government .	54 0	508 0	13
Virarajendrapet . . . . .	New .	...	"	48 0	63 0	11

NAME OF OFFICE.	New.	Transferred.	Connected to Government or Licensed system.	Cost of working per mensem.	Average revenue per mensem.	Number of months open.
<i>Madras—contd.</i>						
Vidyanagaram	...	Transferred.	Government	Rs. A. 67 0	Rs. A. 299 0	14
Vythery	...	...	...	64 0	47 0	8
Vaniyambadi	New	...	Licensed	29 0	18 0	9
Vepery	...	Transferred.	Government	84 0	224 0	13
Walaanagar	New	...	Licensed	11 0	13 0	9
Worur	...	...	...	28 8	41 0	9
TOTAL	28	13				
<i>North-Western Provinces and Oudh.</i>						
Agra City	...	Transferred.	Government	76 0	354 0	13
Allahabad City	...	...	...	44 0	120 0	11
Ahmednagar	New	...	Licensed	13 0	15 0	7
Aligarh	...	...	Government	33 0	...	1
Badaun	...	...	Licensed	33 0	35 0	9
Bulandshahr	...	...	...	38 0	48 0	8
Brindaban	...	...	Government	37 0	77 0	8
Bindki	...	...	Licensed	12 0	13 0	7
Bithur	...	...	...	13 0	4 0	7
Bareilly Cantonment	...	...	Government	33 0	82 0	7
Baghpat	...	...	...	33 0	...	...
Cawnpore City	...	...	...	71 0	...	Opened in December.
Dehra-Dun	...	Transferred.	...	44 0	255 0	Ditto.
Debal	New	...	Licensed	16 0	6 0	10
Etah	...	...	...	23 0	37 0	8
Etawah	...	...	...	30 0	24 0	3
Fatehgarh	...	...	...	23 0	73 0	3
Fatehpur	...	...	...	30 0	4 0	3
Gonda	...	...	...	28 0	...	3
Husainganj	...	...	...	12 0	4 0	7
Hathras	...	...	Government	38 0	...	1
Jalauar	...	...	Licensed	27 0	6 0	7
Jaunpur City	...	...	...	28 0	27 0	3
Khurja	...	...	...	47 0	32 0	8
Khatauli	...	...	Government	28 0	...	...
Meerut City	...	...	...	33 0	25 0	Opened in December.
Muzaffarnagar City	...	...	...	28 0	65 0	10
Moradabad Cantonment	...	...	...	33 0	32 0	9
Mahabun	...	...	Government	12 0	17 0	7
Mamuri	...	...	Licensed	28 0	71 0	3
Mirzapur City	...	...	...	48 0	35 0	3
Muttra	...	...	Government	38 0	...	1
Rajpur	...	...	...	12 0	23 0	7
Secunderabad	...	...	Licensed	29 0	15 0	8
Saharanpur	...	Transferred.	Government	38 0	...	...
Shamli	New	...	...	28 0	...	Opened in December.
Shahjahanpur City	...	...	...	29 0	...	Ditto.
Shahjahanpur Cantonment	...	...	...	28 0	...	1
Vihar	...	...	...	28 0	...	Opened in December.
TOTAL	35	4				
<i>Punjab.</i>						
Amritsar City	New	...	Government	17 0	...	Opened in December.
Abbottabad	...	Transferred.	...	46 0	423 0	9
Atari City	New	...	Licensed	11 0	...	Opened in December.
Bhiwani	...	...	Government	29 0	106 0	9
Bakloh	...	...	...	21 0	37 0	4
Boileanganj (Simla)	New	Transferred.	...	25 0	53 0	4
Bahawalpur City	...	...	Licensed	28 0	50 0	3
Campbellpur	...	...	...	28 0	59 0	6
Chunian	...	...	...	11 0	7 0	5
Chandni Chank (Dohli)	...	...	Government	68 0	174 0	6
Dharmasala	...	Transferred.	...	46 0	148 0	8
Dera Ismail Khan Cantonment	New	...	...	45 0	115 0	6
Ferozepore City	...	...	...	19 0	64 0	1
Gurgaon	...	...	Licensed	27 0	32 0	10
Goragali	...	...	Government	16 0	48 0	3
Gujrat City	...	...	Licensed	29 0	30 0	3
Hoti Mardau	...	Transferred.	Government	28 0	73 0	10
Haripur	New	...	...	11 0	30 0	9
Hissar	...	...	...	37 0	74 0	9
Hoshiarpur	...	Transferred.	...	36 0	30 0	9
Hasro	New	...	Licensed	11 0	14 0	3
Jullundur City	...	...	Government	22 0	60 0	9
Jhelum	...	Transferred.	...	29 0	37 0	6
Jagadhri	New	...	...	15 0	21 0	7
Jutogh	...	Transferred.	...	21 0	35 0	3
Jagron	New	...	...	11 0	4 0	3
Jandiala	...	...	Licensed	28 0	12 0	2
Jhang	...	...	...	36 0	95 0	3
Kalka	...	Transferred.	Government	11 0	2 0	14
Kamalia	New	...	Licensed	...	...	2

NAMES OF OFFICES.	New.	Transferred.	Connected to Government or Licensed system.	Cost of working per monsem.	Average revenue per monsem.	Number of months open.
<i>Punjab—contd.</i>						
Kartarpur	New	...	Government	Rs. A. 22 0	...	Opened in December.
Kapurtala	...	...	"	28 0	...	Ditto.
Kangra	...	...	"	47 0	48 0	3
Lahore City	...	...	"	22 0	94 0	9
Mooltan City	...	...	Licensed	17 0	21 0	6
Madhopur	...	...	Government	11 0	22 0	5
Malairkotla	...	...	"	23 0	38 0	7
Palampur	...	...	"	11 0	4 0	4
Pasrur	...	...	"	19 0	63 0	4
Peshawar City	...	...	Licensed	11 0	1 0	2
Pakpattan	...	...	Government	27 0	46 0	9
Rohtak	...	...	"	20 0	40 0	4
Rawalpindi City	...	...	"	35 0	70 0	6
Sudder Bazar (Delhi)	...	Transferred.	"	10 0	13 0	4
Tank	...	...	...	...	...	...
TOTAL	36	9				
<i>Rajputana.</i>						
Bowar	New	...	Government	49 0	...	1
<i>Sind and Beluchistan.</i>						
Karachi City	New	...	Government	72 0	523 0	2
Kiamari	...	Transferred.	"	10 0	167 0	2
Kelat	...	...	"	10 0	33 0	6
Tatta	New	...	Licensed	...	56 0	8
TOTAL	2	2				

NOTE.—The estimated annual cost of technical maintenance and repairs of apparatus is Rs. 72 for each office.

## Appendix B.

Cost of constructing the Lines in connection with the new Combined Offices which were opened up to 31st December 1884.

SECTION OF LINE.		No. OF MILES NEW.		COST ACCORDING TO		Class of supports used.
From	To	Wire only.	Line and wire.	Completion Report where received.	Estimate if Completion Report has not been received.	
<b>Assam.</b>						
Sihagar . . . . .	Desangmukh . . . . .	45	9	762	...	Bamboos.
Golaghat . . . . .	Nigriting Ghat . . . . .	15	6	1,019	...	"
Gauhati . . . . .	Sonapur . . . . .	19	...	...	1,200	"
Dhubri . . . . .	Gouripore . . . . .	6	...	...	330	"
TOTAL		40-45	15			
<b>Bengal.</b>						
Howrah . . . . .	Shalkia . . . . .	...	1-8	1,074	...	Rails.
Rajbaroo Railway Station . . . . .	Furzedpore . . . . .	...	20	1,544	...	Bamboos.
Darjeeling . . . . .	Kurseong . . . . .	14	...	1,340	...	"
Loop from Jalpaiguri Purneah Line . . . . .	Kisengunge . . . . .	...	...	No expenditure.	...	"
Hooghly Railway Station . . . . .	Hooghly and thence to Chinsurah. . . . .	...	3	340	...	Wooden.
Gya Railway Station . . . . .	Gya . . . . .	...	1-25	208	...	Bullies.
Rancegunge, old Bankoora and Bishoupur. . . . .	Sonamukhi . . . . .	50-5	22-5	...	10,160	Rails.
Cuttack . . . . .	Chandni Chauk . . . . .	3	1	...	250	Bullies.
Khaga Railway Station . . . . .	Kishanpur . . . . .	...	11	1,065	...	"
Burdwan . . . . .	Nutanganj . . . . .	...	1-25	148	...	"
Buktesarpore Railway Station . . . . .	Behar . . . . .	...	18-5	3,845	...	Rails.
Kurseong . . . . .	Panighatta . . . . .	...	7	560	...	Wooden.
Rangpur Railway Station . . . . .	Rangpur . . . . .	...	2-5	353	...	"
Saunthia Railway Station . . . . .	Boerbhoom . . . . .	...	11	1,234	...	Bullies.
Looping Alipur Combined Office Line. . . . .	Kidderpore . . . . .	...	Loop 0-34	...	225	Standards.
Looping Ruttolla Combined Office Line . . . . .	Beeson Square . . . . .	...	Loop .66	453	...	"
Looping Rallygunge Combined Office Line. . . . .	Bow Bazar . . . . .	...	Loop .03	33	...	"
Looping Park Street Government Telegraph Office Line. . . . .	Dharamtala . . . . .	...	Loop .13	80	...	"
Howrah . . . . .	Seehpore . . . . .	2-25	...	231	...	"
Chaudernagore Railway Station . . . . .	Chaudernagore . . . . .	...	1-42	110	...	Bullies.
Mozufferpore Railway Station . . . . .	Mozufferpore . . . . .	...	2	414	...	Wooden.
Durbhunga Railway Station . . . . .	Durbhunga . . . . .	...	.62	227	...	Bullies.
Khoolna Railway Station . . . . .	Khoolna . . . . .	...	.25	757	...	Standards.
Motiharee Railway Station . . . . .	Motiharee . . . . .	...	.88	168	...	Wooden.
Loop from Kurseong Paulghata Line . . . . .	Punkabaree . . . . .	...	Loop .7	43	...	"
Bhopur Dock . . . . .	Kendrapara . . . . .	...	Loop .6	...	2,000	Standards.
Chittagong . . . . .	Sadarghat . . . . .	...	.83	168	...	Wooden.
Purneah Combined Office . . . . .	Purneah City . . . . .	...	2-37	161	...	Bamboos.
Jessore Railway Station . . . . .	Jessore . . . . .	...	Loop 1	...	800	Standards.
Bhuddruk . . . . .	Chandballi . . . . .	1	.33	...	8,090	"
Loop from Balasore Cuttack Line . . . . .	Bhuddruk . . . . .	...	Loop .034	...	105	"
Bela Railway Station . . . . .	Tikari . . . . .	...	10	...	1,860	Wooden.
Ramu . . . . .	Cox's Bazar . . . . .	...	12	...	2,040	Bullies.
Monghyr Railway Station . . . . .	Monghyr . . . . .	...	6	...	260	Rails.
TOTAL		69-75	182-008			
<b>British Burmah.</b>						
Loop from Rangoon Moulmein Line. . . . .	Kyaukse . . . . .	...	Loop 2-5	...	1,240	Pinkado posts.
Prome . . . . .	Shwedaung . . . . .	...	9	647	...	Bamboos.
Moulmein . . . . .	Moulmein . . . . .	3	...	Nominal, an unused wire was available.	...	"
Henzada . . . . .	Okpo . . . . .	27	0-1	2,040	...	Pinkado posts.
Rangoon . . . . .	Kemendine . . . . .	An existing line was utilised.				
TOTAL		30	14-1			

Section of Line.		No. of Miles new.		Cost according to		Class of supports used.
From	To	Wire only.	Line and wire.	Completion Report where received.	Estimate if Completion Report has not been received.	
Bombay.						
Bassein Road Railway Station	Bassein	...	4.25	434	...	Bullies.
Sougad Railway Station	Palitana	...	15.73	1,703	...	"
Surat	Nanpura and Randera	...	5	704	...	"
Mohamadabad Railway Station	Kaira	...	7	627	...	"
Looping in Sangameshvar on Rutnagheery Chiplun Line		...	450 feet = 4.16	113	...	Standards.
Vambori Railway Station	Vambori Town	...	3.33	317	...	Bullies.
Callyan Railway Station	Bhiwadi	...	8	...	2,350	Gas pipe posts.
Loop to Julgaon	.....			Nominal Loop only 7 yards.		
TOTAL		...	43.39			
Central India.						
Shajapur	Agar	...	26	4,216	...	Bullies.
Dhar	Sindarpore	...	24.5	3,807	...	"
TOTAL		...	50.5			
Central Provinces and Berar.						
Nagpur	Nagpur City	...	3.3	387	...	Standards.
Bhandara Road Railway Station	Bhandara	...	6	676	...	Bullies.
Akola	Akote	...	26.6	3,927	...	Standards 3 miles.
Amraoti through Ellichpore	Chikolda	...	52	7,855	...	Bullies 23.5 mile.
Narsingpur Railway Station	Narsingpur	...	0.6	163	...	Wooden.
Kutai Railway Station (Murwarra)	Kutai	...	Loop 0.7	503	...	Bullies.
Chandni Railway Station	Asirgarh	...	7	...	2,610	"
Loop to Malkapur on line Bhamwal-Akola		...	Loop 0.1	...	Approximately 80	"
Loop to Shengon on line Bhamwal-Akola		...	Loop 0.1	...	Approximately 80	"
Wardha Railway Station	Wardha	...	Loop 0.6	...	430	"
TOTAL		...	97.3			
Madras.						
Mercara	Virarajendrapet	...	10.5	2,868	...	Bullies.
Virarajendrapet	Ammatti	...	5.5	...	...	"
Cuddalore Railway Station	Cuddalore	...	2.25	227	...	"
Tirupati Railway Station	Tirupati	...	5.7	582	...	"
St. Thomas' Mount	Poonamallee	...	7	728	...	"
Karikal	Tranquebar	...	8	807	...	"
Arcoot Railway Station	Arcoot	...	3.61	436	...	"
Arcoot Combined Office	Walajanagar	...	2.43	263	...	"
Trichinopoly	Worur	...	3.36	245	...	Wooden and Standards.
Loop from Negapatam Karikal Line.	Nagore	...	Loop 1	50	...	Bullies.
Salem Railway Station	Salem	...	3.25	833	...	Rails.
Tellicherry	Badagara and Mahi	...	14	1,327	...	Standards.
Coconada	Coringa	...	11	998	...	Wooden.
Madura Railway Station	Rammad and Paramakudi	60	2	...	5,400	"
Cuddalore Railway Station	Cuddalore City	...	1	85	...	Bullies.
Dindigul Railway Station	Dindigul	...	2	180	...	"
Kumbakonam Railway Station	Kumbakonam	...	1.5	138	...	"
Trichinopoly	Pudukotah	...	33	4,907	...	Wooden.
Vaniyambadi Railway Station	Vaniyanibadi	...	81	103	...	"
Chinnale	Calingapatam	6	10	...	1,740	"
Loop from Guntoor Nellore Line	Ongole	...	7.5	...	430	"
Madras Town Lines	Sowcarpett	...	1.21	...	440	Standards.
Vizagapatam	Anakapalle	23	...	...	1,845	"
Palghat Railway Station	Palghat	...	3.46	265	...	Wooden.
Gooty Railway Station	Gooty	...	3	...	270	"
Berhampore	Chatrapur	13.3	...	...	1,040	"
TOTAL		127.8	124.24			



**Carried over**

SECTION OF LINE.		No. of Miles new.		Cost according to		Class of supports used.
From	To	Wire only.	Line and wire.	Completion Report where received.	Estimate if Completion Report has not been received.	
Brought forward						
Punjab—contd.						
Ferozepore	Ferozepore City	...	2.5	763	...	Standards.
Atari Railway Station	Atari City	...	1.5	83	...	Bullies.
Jullundur	Kartarpur	...	10.25	...	1,410	Rails
Kartarpur	Kaparthala	...	8.5	...	1,880	"
Dharmuola	Kangra	...	12	...	2,620	Standards and Bullies.
Amritsar	Amritsar City	...	1.25	...	560	Standards.
TOTAL		99	341.04			
Rajputana.						
Amber	Benwar Railway Station	33.5	...	...	4,540	...
Benwar Railway Station	Benwar Post Office	...	5	...	165	Rail post.
TOTAL		33.5	0.5			
Sind and Beluchistan.						
Joongahai Railway Station	Tatta	...	13	2,030	...	Bullies.
Karachi Central Office	Karachi City	...	1	...	200	"
TOTAL		...	14			

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE 3rd QUARTER  
OF 1884.

No. 200 R. T., dated Fort William, the 10th March 1885.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 172 R. T., dated 25th February 1884.  
" " " " " 39 R. T., " 13th " 1885.

Read also—

Returns of Accidents to trains, &c., on the open lines of Railway in India for the quarter ended 30th September 1884.

OBSERVATIONS—As compared with the corresponding quarter of the previous year, the number of accidents to trains, rolling-stock, permanent-way, &c., shows a decrease of 86, or 11·73 per cent., against an increase of 600 miles, or 5·76 per cent., in the mean mileage open, and a decrease of 362,746 miles, or 3·96 per cent., in the train mileage. The following are the Railways on which the numbers chiefly vary :—

	Increase.	Decrease.
East Indian	...	80
Sind, Punjab and Delhi	...	30
Darjeeling-Himalayan	...	23
Eastern Bengal	36	...
Indus Valley	...	60
Northern Bengal	11	...

2. On the East Indian Railway, the decrease chiefly took place under "Trains running over cattle on the line," the number of accidents of this description being 16 against 33.

3. On the Sind, Punjab and Delhi Railway, the number of accidents under "Goods trains, or parts of goods trains, engines, &c., leaving the rails" decreased from 10 to 3, "The failures of couplings" from 7 to 1, and "Other accidents" from 20 to 1. Under "Flooding of portions of permanent-way," the number of cases was nil against 8; while 5 cases of "Slips in cuttings or embankments" and 3 of "Fire in trains" occurred during the quarter against nil in the corresponding period of 1883.

4. Of the decrease of 23 accidents on the Darjeeling-Himalayan Railway, 18 took place under "Goods trains, or parts of goods trains, engines, &c., leaving the rails" alone.

5. On the Eastern Bengal State Railway, the number of cattle accidents shows the largest increase, being 31 against 6.

6. On the Indus Valley Railway, there was a decrease of 27 accidents under "Trains running over cattle on the line" 7 under "Failure of machinery, springs, &c., of engines," and 6 under each of the heads "Fire in trains" and "Other accidents."

7. The total number of accidents on the Northern Bengal State Railway was 26 against 15; but there does not appear to be any noteworthy increase under any particular head.

8. The casualties resulting from accidents to trains, &c., were among passengers, 7 injured against 2 killed and 20 injured, and among servants, 1 killed against 1 injured. It is observed that all the casualties to passengers were due to a collision which took place on the Madras Railway between a passenger train and some loaded wagons while being shunted at Guntakal on the 16th August 1884. These passengers are reported to have received slight injury only. Of the 2 passengers killed and 20 injured during the 3rd quarter of 1883, 1 was killed and 14 injured owing to the wrecking of a special passenger train on the East Indian Railway, and 1 killed and 5 injured by a collision on the Indus Valley Railway, as noted in para. 8 of Public Works Department Resolution, No. 172 R. T., dated 25th February 1884.

9. The following table exhibits the number of accidents under the different classes, and the number of persons killed and injured thereby :—

DESCRIPTION.	Number of accidents.	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between passenger trains and goods or mineral trains, engines, and vehicles, standing foul of the line .	8	...	7	...	...	...	7
Collisions between goods trains or parts of goods trains .	9	...	...	...	...	...	...
Collisions between light engines .	3	...	...	...	...	...	...
Passenger trains, or parts of passenger trains, leaving the rails .	18	...	...	...	...	...	...
Goods trains, or parts of goods trains, engines, &c., leaving the rails .	50	...	...	...	...	...	...
Trains or engines, travelling in the wrong direction through points .	10	...	...	...	...	...	...
Trains running over cattle on the line .	280	...	...	...	...	...	...
Trains running over obstructions on the line .	24	...	1	...	...	...	1
Trains running through gates at level-crossings .	14	...	...	...	...	...	...
The bursting of boilers or tubes, &c., of engines .	15	...	...	...	...	...	...
The failure of machinery, springs, &c., of engines .	51	...	...	...	...	...	...
Ditto of wheels .	1	...	...	...	...	...	...
Ditto of axles .	7	...	...	...	...	...	...
Ditto of brake apparatus .	1	...	...	...	...	...	...
Ditto of couplings .	18	...	...	...	...	...	...
Broken rails .	5	...	...	...	...	...	...
The flooding of portions of permanent-way .	43	...	...	...	...	...	...
Slips in cuttings or embankments .	30	...	...	...	...	...	...
Fire in trains .	25	...	...	...	...	...	...
Fire at stations, or involving injury to bridges or viaducts .	1	...	...	...	...	...	...
Other accidents .	34	...	...	1	...	1	...
<b>TOTAL</b> .	<b>647</b>	<b>...</b>	<b>8</b>	<b>1</b>	<b>...</b>	<b>1</b>	<b>8</b>

10. The number of cases of "Goods trains, or parts of goods trains, engines, &c., leaving the rails" decreased from 73 to 50, owing chiefly to there having been only 5 accidents on the Darjeeling-Himalayan Railway against 23 in the corresponding quarter of the previous year.

11. The total number of cattle accidents does not show much variation, being 280 against 291; but, as already noted, there were decreases of 17 and

27 accidents on the East Indian and Indus Valley State Railways respectively, and an increase of 25 on the Eastern Bengal Railway. It was on the South Indian and Rajputana-Malwa Railways that the accidents of this class were most numerous, viz., 42 and 59, or 15 and 21 per cent. respectively of the total. Almost the whole of the accidents on the Rajputana-Malwa Railway occurred on the unfenced portion of the line.

12. The failures of axles numbered 7, of which 5 were on the Darjeeling-Himalayan Railway and 2 on the Rajputana-Malwa Railway.

13. The number of "Failures of couplings" diminished from 29 to 18, the cases of "Flooding of portions of permanent-way" from 66 to 43, and the number of accidents classed as "Other accidents" from 59 to 34. Of the 43 accidents under the second head, 14 took place on the Great Indian Peninsula Railway and 11 on the Punjab Northern Railway.

14. The number of "Slips in cuttings or embankments" rose from 16 to 30, of which 16 occurred on the Great Indian Peninsula Railway and 6 on the Darjeeling-Himalayan Railway.

15. There were 15 cases of "The bursting of boilers or tubes, &c., of engines," of which 9 were on the Rajputana-Malwa Railway alone.

16. The casualties to passengers from causes other than accidents to trains, &c., were:—

	Killed.	Injured.
Falling on to the platform, ballast, &c., when getting into or out of trains	2	2
Falling out of carriages during the travelling of trains	4	21
Other accidents	..	2
<b>TOTAL</b>	<b>6</b>	<b>8</b>

17. And the accidents to servants in the employ of Railways, or of contractors, whilst performing duties connected directly with the transit of passengers and goods from causes other than accidents to trains, &c., were:—

	Killed.	Injured.
During shunting operations	1	9
Falling off engines, vans, wagons, &c.	2	7
Coming in contact with overbridges, &c., during the travelling of trains	...	1
Coming in contact while shunting, with vehicles, &c., standing in adjoining lines	...	1
Getting on or off trains, engines, &c.	3	4
Whilst loading, unloading or sheeting	...	9
Whilst working at cranes or capstans	...	2
Whilst working on the permanent-way or in sidings	4	3
Whilst walking along the line on the way home or to work	...	3
Whilst walking, crossing, or standing on the line	6	7
Whilst passing between vehicles	...	1
Whilst attending to the machinery of engines, cleaning them, &c.	...	5
Falling of ladders, scaffolds, platforms, &c.	...	2
By falling of lamps, wagon doors, timber, weights, &c.	...	3
Whilst coupling or uncoupling wagons	1	2
Miscellaneous	3	29
<b>TOTAL</b>	<b>22</b>	<b>88</b>

18. Of other persons killed and injured by running trains, &c., 3 were killed and 3 injured whilst passing over the line at level-crossings; 30 were



killed and 8 injured whilst trespassing on the line; 13 committed suicide; and 5 were killed and 2 injured from miscellaneous causes.

19. The following table shows the total number of persons killed and injured from causes connected with the working of trains, as compared with the corresponding quarter of 1883:—

	3RD QUARTER OF 1883.		3RD QUARTER OF 1884.	
	Killed.	Injured.	Killed.	Injured.
<i>Passengers.</i>				
From causes beyond their own control . . . . .	2	21	1	11
„ misconduct or want of caution . . . . .	9	21	5	24
<i>Servants.</i>				
From causes beyond their own control . . . . .	1	17	3	9
„ misconduct or want of caution . . . . .	34	101	20	79
<i>Others.</i>				
Whilst passing at level-crossings . . . . .	2	3	3	3
Trespassers, including suicides . . . . .	33	13	43	8
Other persons . . . . .	7	8	5	2
<b>TOTAL</b> . . . . .	<b>88</b>	<b>184</b>	<b>80</b>	<b>156</b>

20. In addition to the above, 9 persons are reported to have been killed and 68 injured in yards, workshops, &c., and 80 persons to have met death in carriages and at stations from causes unconnected with the working of trains.

**RESOLUTION.**—The attention of the authorities concerned should be invited to the large number of accidents under “Trains running over cattle on the line” on the South Indian and Rajputana-Malwa Railways, and the increase under this head on the Eastern Bengal State Railway, and under “The bursting of boilers or tubes, &c., of engines” on the Rajputana-Malwa Railway.

**ORDER.**—Ordered, that this Resolution, together with the Abstract Returns

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.  
The Chief Commissioners of the Central Provinces, Assam, and British Burma.  
The Residents, Hyderabad and Mysore.  
The Agents to the Governor General for Rajputana, Central India and Biluchistan.  
The Director General of Railways.  
The Consulting Engineers to the Government of India for Guaranteed Railways.

compiled by the Government of India, be communicated to the Governments, Administrations and Officers noted in the

margin, for information.

Ordered also, that copies be forwarded to the Secretary of State for the information of Her Majesty's Government.

Ordered further, that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

FRED. FIREBRACE, *Major, R.E.,*  
*Under-Secretary.*

Documents accompanying.  
Abstract Returns of Accidents on Indian Railways  
for the 3rd quarter of 1884.

Statement showing the dates on which the Returns of Accidents on the undermentioned Railways for the Third Quarter of 1884 were received by the Government of India.

Number.	Railways.	Date of Receipt.	REMARKS.
1	Bengal and North-Western . . . . .	20th October 1884.	
2	Punjab Northern . . . . .	24th " "	
3	Oudh and Rohilkhand . . . . .	27th " "	
4	Wardha Coal . . . . .	27th " "	
5	Jodhpore . . . . .	27th " "	
6	Great Indian Peninsula . . . . .	29th " "	
7	Bombay, Baroda and Central India . . . . .	29th " "	
8	Bhavnagar-Gondal . . . . .	29th " "	
9	Gaekwar of Baroda's . . . . .	29th " "	
10	Deoghur . . . . .	3rd November 1884.	
11	Mysore . . . . .	4th " "	
12	Rajputana-Malwa . . . . .	6th " "	
13	Southern Mahratta . . . . .	7th " "	
14	Burma . . . . .	7th " "	
15	Sind, Punjab and Delhi . . . . .	10th " "	
16	Nagpur and Chhattisgarh . . . . .	10th " "	
17	Nalhati . . . . .	11th " "	
18	Northern Bengal . . . . .	11th " "	
19	Kaunia-Dharila . . . . .	11th " "	
20	Tirhoot . . . . .	11th " "	
21	Madras . . . . .	12th " "	
22	South Indian . . . . .	12th " "	
23	Indus Valley . . . . .	13th " "	
24	Nizam's . . . . .	24th " "	
25	Cawnpore-Achnera . . . . .	25th " "	
26	Darjeeling-Himalayan . . . . .	8th December 1884.	
27	East Indian . . . . .	16th " "	Tables 1 to 4.
28	Eastern Bengal . . . . .	18th " "	

TABLE No. 1.

## GENERAL TOTAL.

NUMBER OF PERSONS REPORTED DURING THE THIRD QUARTER OF 1884 AS KILLED OR INJURED ON THE SEVERAL RAILWAYS OPEN FOR TRAFFIC IN INDIA, DISTINGUISHING BETWEEN PASSENGERS, RAILWAY SERVANTS, AND OTHER PERSONS; AND DISTINGUISHING ALSO, IN THE CASE OF THE TWO FORMER CLASSES, BETWEEN ACCIDENTS HAPPENING FROM CAUSES BEYOND THEIR OWN CONTROL, AND ACCIDENTS HAPPENING OTHERWISE.

Mean mileage open.	RAILWAYS.	PASSENGERS.				RAILWAY SERVANTS OR SERVANTS OF CONTRACTORS.				OTHER PERSONS.				TOTAL ALL CLASSES.							
		From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.									
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
(a) { 1,653 1,653	{ East Indian ... ... }	1	15	4	10	5	25	1	11	3	34	9	45	1	1	5	1	16	2	30	72
	{ ... 1883 ... 1884 }	1	3	2	6	3	8	...	4	5	23	5	26	1	...	...	1	20	3	26	57
661	{ Madras ... ... GUARANTEED. }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
661	{ ... 1883 ... 1884 }	...	7	...	1	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
655	{ South Indian ... ... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
654	{ ... 1883 ... 1884 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,450½	{ Great Indian Peninsula ... ... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(a) { 1,450½ 1,450½	{ ... 1883 ... 1884 }	...	1	1	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
461	{ Bombay, Baroda and Central India ... ... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(c) { 461 461	{ ... 1883 ... 1884 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
724½	{ Sind, Panjab and Delhi ... ... }	...	1	2	2	2	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(d) { 724½ 740	{ ... 1883 ... 1884 }	...	1	1	4	1	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
547	{ Oudh and Rohilkhand ... ... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(e) { 547 547	{ ... 1883 ... 1884 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	{ ASSISTED COMPANIES. Southern Mahratta ... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
704	{ ... 1883 ... 1884 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	{ Bengal and North-Western ... ... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
71	{ ... 1883 ... 1884 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	{ Deoghur ... ... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(b) { 6 6½	{ ... 1883 ... 1884 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	{ ... 1883 ... 1884 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

[illegible]

(f) Return not received.  
(g) A cart man was injured while his cart collided with the Down Mail.  
(h) Includes the Porvada branch the Bengal Central and the Calcutta and South-Eastern Railways.  
(i) Includes the Porvada branch the Bengal Central and the Sind, Punjab and Delhi Railway.  
(j) Includes 7 miles from Mooltan to Muzaffargarh of the Sind, Punjab and Delhi Railway.  
(k) Includes 7 miles from Mooltan to Muzaffargarh of the Sind, Punjab and Delhi Railway.  
(l) Includes the Mooltan-Achnera and Rawari-Ferozapore lines worked as branches of the Rajpootana-Malwa Railway.

(a) Includes the Main Branch lines worked by the Company.  
(b) Includes the Pondicherry Branch.  
(c) Includes the Kara Branch worked by the Company.  
(d) Includes 13 miles from Thazhavad to Delhi, but includes of the lengths of the ... and Canal, and Rawwind-Gunda Sagar Branch Lines, from Ghazabad to Delhi worked over by the Company.  
(e) Includes the Amritsar-Patna Kot Railway, but excludes 13 miles of the East Indian line worked by the Company.

NUMBER of PERSONS reported during the Third Quarter of 1884 as KILLED or INJURED on the several RAILWAYS open  
practicable, the Nature and Causes of

TAB

RAILWAYS.		PASSENGERS.														FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c.														
		From accidents to trains, &c. See Table No. 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c.												From accidents to trains, &c. See Table No. 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c.												
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
East Indian ...						1	1					2	7			2	2	3	5											
GUARANTEED.																														
Madras ...			7										1			1		5												
South-Indian ...												2				2		10												
Great Indian Peninsula ...						1						1	1	1	2	1	2													
Bombay, Baroda and Central India ...							1					1			2		3													
Sind, Punjab and Delhi ...												1	5			1	5	1	5											
Oudh and Rohilkhand ...																														
ASSISTED COMPANIES																														
Southern Mahratta ...																														
Bengal and North-Western ...																														
Deogbur ...																														
Assam (a) ...																														
Darjeeling-Himalayan...																														
IMPERIAL STATE.																														
Eastern Bengal ...																														
Punjab Northern ...												3			3		3													
Indus Valley ...												1	1		1	1	1	1												
Rajputana-Malwa ...												2			2		2													
Wardha Coal ...																														
PROVINCIAL STATE.																														
Palhāti ...																														
Northern Bengal ...																														
Kanun-Dharla ...																														
Tirboot ...																														
Cawnpore-Achnora ...												1			1		1													
Nággur and Chhattágarh ...																														
Wardha ...																														
NATIVE STATES.																														
Bhavnagar-Gondal ...																														
Gachwar of Baroda's ...																														
Nizam's ...												1			1		1													
Mysore ...																														
Jodhpore ...																														
TOTAL																														
1884		7				2						4	24	2	6	28	6	86	1		1	9	2	7		1		1	8	
1883		2	20	1	1	4						1	6	9	1	7	9	22	11	42						1	3	11	4	14

(a) Return not received.

in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as possible, the accidents occasioning the Death or Injury.

[illegible]

(4) A cartman was injured while his cart collided with the Town Mail.



TABLE No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1884, as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of Accidents, and the Number of Passengers and Others, and of Railway Servants, KILLED or INJURED in each Class of Accident.

No.	EAST INDIA.				MADRAS.				SOUTH INDIA.				GREAT INDIAN PENINSULA.				BOMBAY BARODA AND CENTRAL INDIA.				
	Number of Passengers and others		Number of Servants.		Total all Classes.		No.	Number of Passengers and others		Number of Servants.		Total all Classes.		No.	Number of Passengers and others		Number of Servants.		Total all Classes.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
1. Collisions between passenger trains, or parts of passenger trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	..	..	..	..	..	1	7	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between goods trains, or parts of goods trains	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Passenger trains, or parts of passenger trains, leaving the rails	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Goods trains, or parts of goods trains, engines &c., leaving the rails	3	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Trains or engines travelling in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. Trains running into stations or sidings at too high a speed	16	..	..	..	..	..	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Ditto over cattle on the line	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Ditto over obstructions on the line	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11. Ditto through gates at level crossings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12. The bursting of boilers or tubes, &c., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13. The failure of machinery, springs, &c., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14. Ditto of tyres	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15. Ditto of wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16. Ditto of axles	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17. Ditto of brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18. Ditto of coupling	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20. Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21. The flooding of portions of permanent-way	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22. Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23. Fire in trains	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24. Fire at stations, or involving injury to bridges or viaducts	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25. Other accidents	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL ALL CLASSES	28	..	..	..	..	..	23	7	..	..	..	..	..	..	..	..	..	..	..	..	..

190,000,051

57,181,218

51,977,744

92,048,753

46,270,865

Number of Passenger Miles

D

TABLE No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &amp;c., reported during the Third Quarter of 1894, &amp;c.—continued.

	ASSAULT COMPANIES—continued.										IMPERIAL RAILS.									
	AGRAH. (a)					DABOLING-HIMALAYAN.					KANTH BHOOL.					PUNJAB NORTHERN.				
	Number of Passengers and others.		Number of Servants.		Total all Classes.	Number of Passengers and others.		Number of Servants.		Total all Classes.	Number of Passengers and others.		Number of Servants.		Total all Classes.	Number of Passengers and others.		Number of Servants.		Total all Classes.
	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	
No.					No.					No.					No.					No.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers or tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of Passenger miles ...	9,500					20,856,673					22,399,143					22,993,208				
Number of Servants employed ...	715					5,205					2,188					4,673				

493,421

REF: ALAB TABLE NO. 4.

[illegible]

TABLE No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1884, &c.—*continued.*

[illegible]



	GARRAWAY OF BARODA'S.				MISCELL.				JODHPUR.				TOTAL ALL RAILWAYS.			
	Number of Passengers and others.		Number of Servants.		No.		No.		No.		No.		No.		No.	
	Killed.	Injured.	Killed.	Injured.	Total all Classes.	Killed.	Injured.	Total all Classes.	Killed.	Injured.	Total all Classes.	Killed.	Injured.	Total all Classes.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foot of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers or tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of Passenger miles	1,137,653				5,324,843				3,329,535				757,989,928			
" of Servants employed	217				740				875				136,461			
Train mileage of all descriptions	10,973				78,926				35,020				8,806,574			



TAB

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for Traffic in INDIA during  
Number of RAIL

RAILWAYS.	1. Collisions between passenger trains, or parts of passenger trains. 2. Collisions between passenger trains and goods or mail trains, or parts of goods or mail trains, or parts of passenger trains. 3. Collisions between goods trains, or parts of goods trains. 4. Collisions between light engines. 5. Passenger trains, or parts of passenger trains, leaving the rails. 6. Goods trains, or parts of goods trains, leaving the rails. 7. Trains or engines travelling in the wrong direction through points. 8. Trains running into stations or sidings at too high a speed. 9. Trains running over cattle on the line. 10. Trains running over obstructions on the line. 11. Trains running through gates at level-crossings. 12. The bursting of boilers or tubes, &c., of engines. 13. The failure of machinery, springs, &c., of engines. 14. The failure of tyres. 15. The failure of wheels. 16. The failure of axles. 17. The failure of brake apparatus. 18. The failure of couplings. 19. The failure of tunnels, bridges, viaducts, culverts, &c.																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
East Indian...	...	1	2	...	...	3	...	...	16	3	...	...	...	...	1	...	...	...	...
<b>GUARANTEED.</b>																			
Madras ...	...	1	...	...	2	3	...	...	10	...	1	...	...	...	...	...	...	...	...
South Indian ...	...	...	...	...	...	7	...	...	42	1	2	...	6	...	...	...	...	...	...
Great Indian Peninsula...	...	...	1	...	...	8	...	...	24	...	4	...	...	...	...	...	...	...	...
Bombay, Baroda and Central India...	...	2	1	...	1	1	...	...	3	...	...	...	...	...	...	...	...	...	...
Sind, Punjab and Delhi ...	...	...	2	...	...	3	2	...	16	2	3	1	8	...	...	...	1	1	...
Oudh and Rohilkhand ...	...	...	...	...	...	...	...	...	9	1	...	...	...	...	...	...	...	...	...
<b>ASSISTED COMPANIES.</b>																			
Southern Mahratta ...	...	...	...	...	...	5	...	...	2	...	...	...	2	...	...	...	...	...	...
Bengal and North-Western ...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assam (a) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Darjeeling-Himalayan ...	...	...	...	...	2	6	...	...	...	1	...	1	...	...	...	5	...	2	...
<b>IMPERIAL STATE.</b>																			
Eastern Bengal ...	...	...	1	2	2	...	...	...	31	2	1	2	7	...	...	...	...	...	...
Punjab Northern ...	...	...	1	...	...	1	...	...	20	...	...	...	...	...	...	...	...	...	...
Indus Valley ...	...	2	...	1	...	2	3	...	21	4	...	1	10	...	...	...	...	3	...
Rajputana-Malwa ...	...	1	1	...	2	...	...	...	59	2	...	9	3	...	...	2	...	4	...
Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>PROVINCIAL STATE.</b>																			
Nalhati ...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...
Northern Bengal ...	...	1	...	...	...	4	1	...	8	3	...	...	7	...	...	...	...	...	...
Kaunia-Dharila ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot ...	...	...	...	...	...	...	2	...	2	3	...	...	1	...	...	...	...	...	...
Cawnpore-Achnera ...	...	...	...	...	...	3	3	...	6	1	1	...	...	...	...	...	...	...	...
Nagpur and Chhattisgarh ...	...	...	...	...	1	...	...	...	2	...	...	...	...	...	...	...	...	...	...
Burma ...	...	...	...	...	2	...	...	...	3	...	2	...	2	...	...	...	...	...	...
<b>NATIVE STATES.</b>																			
Bhavnagar Gondal ...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
Gackwar of Baroda's ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's ...	...	...	...	...	...	...	...	...	...	...	...	1	3	...	...	...	...	...	...
Mysore ...	...	...	...	...	2	6	1	...	3	...	...	...	3	...	...	...	...	...	...
Jodhpore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL		1884	...	...	8	9	3	15	50	10	...	230	24	14	15	51	...	1	7
		1883	...	...	8	7	13	8	10	73	12	2	291	23	5	14	47	3	2

(a) Return not received.

Quarter of 1884, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS, and the ACCIDENTS KILLED or INJURED thereby.

22. Slips, trips, cuttings or embankments.	23. Fire in trains.	24. Fire at stations, or involving injury to bridges or viaducts.	25. Other accidents.	Total all classes.	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.		Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILE OPEN.			TOTAL PASSENGERS.			
					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					Number of passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILE OPEN.		TOTAL PASSENGERS.	
																		Killed.	Injured.	PER MILE OPEN.	TOTAL PASSENGERS.
1	28	7	7	1,653	2,901,401	2,009,347	196,089,051	1,755	1,216	118,626											
5	1	23	7	861	1,801,158	528,079	57,181,214	1,511	613	66,413											
5	1	64		654	1,404,774	436,025	51,977,744	2,340	667	79,477									0.123		
16	3	70		1,450	1,783,727	1,652,378	92,048,752	1,105	1,189	63,460											
	15	27		461	1,866,141	359,190	48,270,865	4,048	779	104,709											
6	3	1	48	740	1,284,698	685,258	56,301,942	1,786	926	76,083											
		13		547	655,048	341,529	31,836,113	1,303	624	58,201											
	1	12		701	34,206	46,495	928,251	342	657	13,120											
		1		71	32,122	12,778	676,823	312	160	9,533											
				64	45,737	3,593	183,266	7,036	553	28,195											
6		22	(b)1	(b)1	60	7,059	29,269	9,200	141	565	184										
	7	57		369	1,172,656	310,492	29,866,672	3,266	865	88,166											
4		87		446	503,494	234,639	22,339,143	1,127	525	50,004											
7	1	55		653	427,053	433,436	22,993,308	654	664	35,212											
2		94		1,260	1,346,030	889,683	80,811,249	1,068	705	64,136											
				45	31,654	16,686	729,049	703	371	16,201											
	2			271	27,276	10,791	595,407	1,001	896	21,483											
	2			249	220,429	177,084	11,232,512	885	711	45,110											
	2			37	13,463	6,406	272,926	499	173	7,376											
	2	10	1	183	190,453	114,540	5,845,650	967	593	30,288											
		14		240	389,266	110,578	12,432,910	1,622	461	51,762											
		6		149	168,813	59,029	3,290,350	1,066	356	22,143											
		9		253	596,688	169,660	14,676,601	2,358	671	57,023											
	4			193	178,538	44,684	7,075,010	934	232	36,611											
				59	64,355	10,973	1,187,852	1,091	126	19,286											
1		5		131	122,580	76,936	5,324,842	1,013	636	44,007											
		15		110	94,335	35,929	3,328,535	858	327	30,259											
		3		43	25,406	7,916	653,327	591	184	15,194											
25	1	34	647	8	1	1	8	11,003	10,906,541	8,806,674	757,989,328	1,536	800	68,880	0.414	0.009					
27	2	59	733	2	20	1	21	10,403	14,671,642	9,169,320	661,300,318	1,411	885	63,919	0.136	1.363	0.003	0.030			

(b) Not a passenger—See note (b) at foot of Table No. 1.

GOVERNMENT  
DEPARTMENT OF

## PRICES CURRENT OF FOOD-GRAINS THROUGHOUT

QUANTITIES PER

PROVINCES.	DISTRICTS.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Chalum, Jowar), Various Borthum.			Bulrush (Pondicherry).		
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.
		S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.
MADRAS.	Ganjam . . . . .	17 11	14 11	8 13	...	...	...	13 0	13 13	17 0	13 13	14 11	17 14	27 11	...	...	...	...	...
	Vizagapatam . . . . .	18 0	18 0	8 0	...	...	...	10 2	10 2	10 14	12 6	12 6	13 10	23 10	32 10	10 25	14 22	11 23	...
	Godavary . . . . .	15 5	14 6	10 13	...	...	...	13 14	13 14	12 14	15 0	15 0	16 0	23 0	23 0	0 23	0	...	...
	Kistna . . . . .	10 5	10 5	8 13	...	...	...	14 10	16 8	15 6	16 5	16 13	15 13	20 13	20 13	13 21	2	...	...
	Nellore . . . . .	9 14	10 5	12 2	...	...	...	13 6	13 6	13 14	14 8	14 8	14 0	22 2	22 10	10 20	3 24	6 24	...
	Cuddapah . . . . .	12 8	11 13	14 0	...	...	...	11 8	11 8	12 6	12 6	12 6	13 5	23 11	13 11	12 7	3 20	5 24	...
	Anantapur . . . . .	10 10	10 10	11 8	...	...	...	9 14	...	11 13	10 5	...	13 0	19 10	18 8	3 38	0 18	13 16	...
	Bellary . . . . .	14 6	18 6	16 5	...	...	...	10 11	10 11	12 5	11 14	11 14	13 8	21 10	19 10	10 37	2 18	13 16	...
	Kurnool . . . . .	12 0	12 11	10 13	...	...	...	11 0	11 0	11 0	11 6	11 6	11 6	21 14	20 8	3 34	3 20	0 24	...
	Madras . . . . .	10 0	10 2	10 8	...	...	...	12 0	12 0	15 11	13 8	13 8	17 6	...	...	...	19 2	2 20	...
	Chingleput . . . . .	...	...	...	...	...	...	12 2	11 10	15 0	12 6	12 0	17 14	21 13	20 0	0 33	11 21	6 24	...
	North Arcot . . . . .	10 3	9 5	10 3	...	...	...	10 6	10 6	15 3	11 6	11 13	17 2	...	...	...	21 3	1 31	...
	South Arcot . . . . .	8 10	7 13	9 11	...	...	...	13 5	12 6	16 10	...	13 13	...	31 8	22 6	3 38	3 21	0 24	...
	Tanjore . . . . .	8 13	8 13	11 0	...	...	...	11 14	11 8	16 10	12 5	12 0	16 11	...	...	...	17 13	1 17	...
	Trichinopoly . . . . .	9 8	9 8	9 3	...	...	...	12 3	11 3	15 8	12 11	11 13	16 8	20 3	21 3	3 34	0 23	0 24	...
	Madura . . . . .	9 6	9 6	10 14	...	...	...	12 11	9 8	13 2	11 8	11 8	16 6	...	...	...	...	...	...
	Tinnevely . . . . .	9 10	9 10	9 3	...	...	...	12 10	12 10	14 6	13 2	13 2	16 6	19 2	19 2	2 24	6 22	5 24	...
	Coimbatore . . . . .	13 2	11 8	12 5	...	...	...	9 10	9 10	11 3	10 6	10 6	12 0	13 14	13 14	14 20	0 14	0 14	...
	Nilgiris . . . . .	9 3	7 13	9 3	...	...	...	10 13	10 13	15 0	11 5	11 5	15 0	18 3	18 3	3 29	2 19	11 16	...
	Salem . . . . .	10 3	10 3	11 14	...	...	...	9 3	8 11	9 0	13 11	13 3	13 3	...	...	...	...	...	...
	South Canara . . . . .	12 3	13 5	10 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Malabar . . . . .	9 0	9 0	9 0	...	...	...	13 0	13 0	14 3	13 13	13 13	15 0	...	...	...	...	...	...
BOMBAY.	Bombay . . . . .	14 6	12 13	10 3	19 2	19 2	17 7	7 8	7 8	7 8	11 10	13 3	10 4	16 7	17 0	19	214	0 1	...
	Ahmedabad . . . . .	17 0	17 0	12 0	25 0	25 0	20 0	6 8	6 8	6 8	13 8	12 0	10 8	21 0	22 0	0 19	0 21	0 24	...
	Kaira . . . . .	16 0	15 4	11 1	30 0	30 0	20 0	9 4	9 4	9 7	13 8	14 0	10 0	17 1	17 1	0 18	13 18	12 12	...
	Surat . . . . .	15 13	13 13	11 2	13 8	13 8	11 4	7 5	7 5	7 6	8 3	8 3	8 4	17 12	17 12	12 10	4 14	14 14	...
	Broach . . . . .	12 0	12 0	12 0	...	...	...	9 12	9 12	9 12	12 12	12 12	12 11	16 0	16 0	0 16	0 16	12 12	...
	Tanna (Salsette) . . . . .	11 0	11 0	11 0	...	...	...	6 0	6 0	6 0	10 0	10 0	9 0	14 3	14 3	3 18	10 13	...	...
	Colaba (Alibeg) . . . . .	9 0	9 0	8 0	...	...	...	7 4	7 4	7 4	11 0	11 0	11 0	24 0	24 0	0 18	9 21	4 24	...
	Khandesh (Dhulin) . . . . .	23 10	23 10	17 8	...	...	...	10 6	10 6	10 6	11 14	11 14	12 0	...	...	...	...	...	...
	Nasik . . . . .	19 15	19 15	17 0	...	...	...	8 9	8 9	8 9	10 12	10 9	10 4	24 10	24 10	10 18	0 19	0 24	...
	Ahmednagar . . . . .	16 12	16 11	15 8	...	...	...	8 9	8 9	8 9	10 12	10 9	10 4	17 6	17 6	10 17	0 18	0 24	...
	Poona . . . . .	13 13	13 13	14 12	9 4	9 4	9 4	10 7	10 13	9 13	11 0	11 0	11 0	19 0	17 11	11 16	0 20	0 24	...
	Sholapur . . . . .	16 12	16 12	15 13	...	...	...	7 8	7 8	7 8	10 8	10 8	12 8	18 0	17 8	8 25	0 18	0 24	...
	Kaladgi (Bagalkot) . . . . .	17 8	17 0	21 0	12 8	12 8	14 12	9 9	9 9	9 8	11 7	11 7	10 0	14 10	14 10	10 14	10 14	...	...
	Satara . . . . .	13 8	13 6	13 6	...	...	...	12 0	12 0	13 8	13 0	13 0	14 0	17 5	17 5	8 20	0 17	0 24	...
	Belgaum . . . . .	16 8	16 8	18 0	11 0	11 0	12 8	12 0	12 0	14 0	12 0	12 0	17 0	19 0	19 0	0 29	0 15	0 24	...
	Dharwar (Hubli) . . . . .	15 0	15 0	23 0	...	...	...	8 9	8 9	8 9	12 11	11 5	11 5	16 14	16 14	4 14	5 13	...	...
	Ratnagiri . . . . .	10 9	13 3	10 5	...	...	...	8 0	8 0	8 0	11 6	11 6	12 0	18 0	16 0	0 18	0 13	0 24	...
	Kannara (Karwar) . . . . .	13 0	13 0	9 0	...	...	...	5 10	5 10	5 10	6 3	6 3	6 3	9 5	9 5	5 11	3 8	...	...
	Panch Mahals (Godhra) . . . . .	16 0	14 8	11 6	...	...	...	11 0	11 0	11 6	11 6	11 6	13 5	26 0	26 0	10 20	0 18	0 24	...
PENJAB.	Aden . . . . .	8 0	8 0	7 0	...	...	...	11 0	11 0	11 0	11 6	11 6	13 5	29 0	29 0	0 19	4 27	...	...
	Asirgarh . . . . .	20 0	20 0	14 0	...	...	...	7 2	7 2	7 2	10 0	10 0	10 0	17 11	17 11	8 10	5 16	...	...
	Burda . . . . .	14 5	14 9	11 1	17 3	18 1	13 7	8 0	7 14	7 9	11 7	11 10	11 11	23 8	22 8	8 18	0 23	...	...
	Dina . . . . .	17 4	17 4	12 11	...	...	...	7 2	7 2	7 2	6 6	6 6	10 0	...	...	...	...	...	...
	Nimach . . . . .	No return received																	
	Nasirabad . . . . .	22 8	22 8	18 0	31 3	31 0	24 0	6 0	6 0	6 0	7 0	7 0	7 0	33 12	35 0	0 22	11 25	...	...
	Hajkot . . . . .	19 0	19 0	13 4	...	...	...	8 0	8 0	8 0	10 0	10 0	10 0	19 8	20 0	0 19	12 17	...	...
	Upper Sindh Frontier . . . . .	16 0	16 0	13 12	24 8	24 8	24 8	10 0	10 0	10 0	11 4	11 4	11 4	20 8	20 8	8 26	8 26	...	...
	Karachi . . . . .	15 3	14 10	13 13	23 0	21 0	22 0	8 0	8 0	8 0	10 0	10 0	10 0	25 0	24 0	0 22	0 24	...	...
	Haidarabad (Dakur) . . . . .	18 0	17 8	14 0	24 0	25 0	26 0	11 0	11 0	12 0	16 0	15 0	16 0	23 0	23 0	8 21	4 26	...	...
	Shikarpur . . . . .	15 0	15 0	14 0	24 0	23 0	24 8	11 0	10 12	12 4	12 5	13 0	13 4	24 0	23 0	0 23	8 22	...	...
	Sukkur . . . . .	17 0	17 0	17 0	25 0	27 0	28 8	11 0	11 8	10 8	15 0	15 0	13 8	...	...	...	...	...	...
	Thar & Parkar (Umarkot) . . . . .	16 0	16 0	11 8	...	...	...	...	...	...	17 8	17 8	12 8	...	...	...	...	...	...
PUNJAB.	Western Districts . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Burdwan . . . . .	16 4	17 0	18 0	...	...	...	13 14	14 0	14 4	17 8	18 0	17 12	...	...	...	...	...	...
	Bancoorah . . . . .	16 8	16 8	16 0	18 0	17 8	16 0	16 8	15 0	15 8	19 8	19 8	19 0	...	...	...	...	...	...
	Bearbloom . . . . .	16 0	16 0	15 0	...	...	...	12 12	13 4	14 0	15 12	15 12	15 8	...	...	...	...	...	...
	Midnapore . . . . .	16 0	14 0	12 0	20 0	20 0	15 0	14 0	16 8	14 0	20 0	20 0	19 0	...	...	...	...	...	...
	Hughly . . . . .	17 0	17 0	16 0	...	...	...	10 0	10 0	8 0	14 0	14 0	13 0	...	...	...	...	...	...
PUNJAB.	Howrah . . . . .	16 0	15 12	13 12	...	...	...	11 4	11 0	12 4	14 8	14 5	15 0	...	...	...	...	...	...

a. The retail price of salt in the interior ranged from 12 to 16 annas per rupa.  
b. The retail price of salt in the interior ranged from 12 to 16 annas per rupa.  
c. The retail price of salt in the interior ranged from 12 to 16 annas per rupa.

INDIA.  
RICE AND COMMERCE.

TABLE FOR THE 2nd HALF OF FEBRUARY 1885.

RICES OF 80 TOLANS.

Rice.			Gram.						Firewood.						Salt.						Districts.	Provinces.									
Corresponding fortnight of 1884.			Present fortnight.			Past fortnight.			Corresponding fortnight of 1884.			Present fortnight.			Past fortnight.			Corresponding fortnight of 1884.					Wholesale.			Retail.					
Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.			Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.			
S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.				
24	14	35	2	30	0	40	0	40	0	215	13	215	13	215	13	14	0	14	0	13	13	13	13	13	13	13	13				
25	3	28	5	31	10	31	10	46	13	93	5	93	5	93	5	14	0	14	0	13	13	13	13	13	13	13	13				
26	6	32	13	29	6	26	3	42	0	145	13	145	13	145	13	14	10	14	10	14	10	14	10	14	10	14	10				
27	14	30	13	30	13	33	5	145	13	145	13	145	13	145	13	15	11	15	11	14	10	14	10	14	10	14	10				
28	11	25	0	23	2	23	2	29	14	93	5	93	5	93	5	14	13	14	13	14	13	14	13	14	13	14	13				
29	3	31	8	24	2	24	14	37	13	194	6	194	6	194	6	17	2	17	2	16	10	16	10	16	10	16	10				
30	6	34	14	23	0	23	0	44	13	...	...	...	...	...	...	14	5	14	5	14	5	14	5	14	5	14	5				
31	5	32	0	20	3	21	5	38	2	94	13	97	3	94	13	15	8	15	8	14	14	14	14	14	14	14	14				
32	5	...	...	24	0	22	8	30	11	138	13	138	8	138	3	14	13	14	13	14	13	14	13	14	13	14	13				
33	0	29	6	19	8	20	5	26	8	81	6	81	6	81	6	14	13	14	13	14	13	14	13	14	13	14	13				
34	14	27	6	18	11	19	8	28	2	92	5	97	8	92	5	16	14	16	14	16	14	16	14	16	14	16	14				
35	14	36	13	19	11	19	11	32	8	140	0	140	0	140	0	17	6	17	6	17	6	17	6	17	6	17	6				
36	14	30	3	23	5	24	11	30	3	201	11	201	11	213	13	15	8	15	8	14	5	14	5	14	5	14	5				
37	3	37	11	21	14	21	0	33	3	170	2	170	2	194	6	18	6	19	5	18	0	18	0	18	0	18	0				
38	0	36	11	23	2	23	2	33	14	97	3	97	3	97	3	16	10	16	10	16	10	16	10	16	10	16	10				
39	11	34	2	25	13	24	14	37	6	106	14	106	14	116	10	17	0	17	0	17	0	17	0	17	0	17	0				
40	0	...	...	19	6	19	6	29	11	70	0	70	0	70	0	12	10	12	10	12	10	12	10	12	10	12	10				
41	0	26	3	27	8	26	10	34	0	97	3	97	3	131	3	17	6	17	6	18	5	18	5	18	5	18	5				
42	13	21	10	17	6	17	6	24	2	161	13	161	13	161	13	15	3	15	3	15	10	14	10	15	2	15	2				
43	3	32	8	25	10	25	10	39	6	165	8	165	8	151	10	13	0	13	0	13	0	13	0	13	0	13	0				
44	6	20	3	19	3	19	3	24	3	121	8	121	8	109	5	18	0	17	8	16	14	16	14	16	14	16	14				
45	14	22	10	25	3	24	13	27	11	121	8	121	8	121	8	15	14	16	14	14	14	14	14	16	13	14	6				
46	2	11	8	18	2	18	2	17	5	53	2	53	2	53	2	14	5	14	5	14	6	13	9	12	9	14	6				
47	0	...	...	20	0	18	0	18	0	80	0	80	0	80	0	16	8	16	8	16	8	16	0	16	0	16	0				
48	0	20	0	22	0	22	0	16	0	80	0	80	0	80	0	18	8	18	8	18	8	18	0	18	0	18	0				
49	0	...	...	14	14	14	14	14	0	80	0	80	0	80	0	13	10	13	10	13	10	13	9	13	9	13	9				
50	0	25	11	14	5	14	5	13	15	108	0	108	0	108	0	14	8	14	8	14	8	14	8	14	8	14	8				
51	0	...	...	14	0	14	0	13	0	120	0	120	0	115	0	15	3	15	3	15	13	13	5	13	5	14	0				
52	0	...	...	20	0	20	0	15	9	75	0	75	0	140	0	14	8	14	8	16	0	14	0	14	0	15	0				
53	10	22	4	22	10	22	10	14	5	128	0	128	0	128	0	12	4	12	4	15	0	12	0	12	0	14	13				
54	6	15	6	21	0	24	4	13	0	85	0	85	0	90	0	14	8	14	8	12	14	14	11	14	11	13	11				
55	0	...	...	18	6	19	9	18	6	85	0	85	0	68	0	14	8	14	8	14	6	14	4	14	4	14	2				
56	0	...	...	20	8	20	8	21	14	85	0	80	0	91	7	14	11	14	11	15	4	14	7	14	7	15	0				
57	0	...	...	16	8	16	8	22	8	100	0	100	0	100	0	12	13	13	8	13	8	13	4	13	4	13	0				
58	0	33	0	16	0	16	0	18	8	118	8	118	8	122	10	15	5	15	5	13	13	11	9	14	9	13	2				
59	0	...	...	14	0	14	0	30	0	80	0	80	0	80	0	19	0	18	0	18	0	18	0	18	0	18	0				
60	0	...	...	16	13	17	8	16	13	90	0	90	0	150	0	9	7	9	7	9	7	9	0	9	0	9	0				
61	0	19	0	16	0	16	0	14	0	213	5	213	5	213	5	14	4	12	15	14	6	14	4	12	15	14	4				
62	0	20	0	22	13	22	13	20	0	160	0	160	0	200	0	13	8	13	8	13	8	13	0	13	0	11	8				
63	0	...	...	9	5	9	5	9	5	65	5	65	5	65	5	16	0	16	0	16	0	15	4	15	4	15	4				
64	13	16	5	18	14	19	13	14	0	160	0	160	0	160	0	...	...	...	...	32	0	32	0	32	0	32	0				
65	0	...	...	17	0	16	12	14	7	137	8	137	8	137	8	12	0	12	0	12	0	12	0	12	0	12	0				
66	0	...	...	31	0	31	0	24	5	90	0	90	0	90	0	13	8	13	8	13	8	13	0	13	0	13	0				
67	0	...	...	24	0	21	8	18	0	80	0	80	0	80	0	16	14	16	14	16	14	16	14	16	14	16	14				
68	0	...	...	30	0	30	0	22	12	200	0	200	0	200	0	18	8	18	8	18	8	18	0	18	0	18	0				
69	0	...	...	20	0	20	0	19	0	85	0	85	0	85	0	13	1	13	1	13	12	13	0	13	0	13	12				
70	0	...	...	16	0	16	0	20	0	320	0	320	0	320	0	14	8	14	8	17	11	17	0	17	0	17	0				
71	0	...	...	24	0	23	0	23	13	200	0	210	0	240	0	14	0	14	0	14	0	14	0	14	0	14	0				
72	0	...	...	24	0	24	0	23	8	120	0	120	0	120	0	14	0	14	0	14	0	13	0	13	0	13	0				
73	0	...	...	...	...	...	...	...	...	160	0	160	0	100	0	14	12	14	12	14	12	14	12	14	12	14	12				
Prices per md. of 40 seers.																															
R a. p. R a. p. R a. p.																															
...	20	8	20	0	20	0	120	0	120	0	120	0	120	0	120	0	2	13	6	2	14	6	2	14	6	13	13	13	8	13	8
...	18	8	19	0	17	8	240	0	240	0	280	0	280	0	280	0	3	2	0	3	2	0	3	2	0	12	12	13	0	13	8
...	17	12	17	12	17	8	160	0	160	0	200	0	200	0	200	0	3	2	6	3	2	6	3	2	6	12	0	12	0	12	0
...	16	0	16	0	16	0	155	0	155	0	155	0	155	0	155	0	3	0	0	3	0	0	3	14	0	12	12	12	13	13	0
...	16	0	16	0	...	...	120	0	120	0	120	0	120	0	120	0	3	14	0	3	14	0	3	14	0	13	9	13	9	13	9
...	17	12	17	12	17	8	80	0	80	0	80	0	80	0	80	0	3	14	0	3	0	0	3	0	0	13	0	13	0	13	0
Western Districts.																															
Bardwan																															
Banswah																															
Beerbhoom																															
Midnapore																															
Hooghly																															
Howrah																															

4 In the subdivisions the retail prices of salt per rupee were:—Ghatal 14 seers, Famlon 11 seers, and Contal 13 seers.  
5 In the subdivisions the retail prices of salt per rupee were:—Serampore 13 seers and Jehanabad 14-3 seers.

## PRICES CURRENT OF FOOD-GRAINS THROUGH

PROVINCE.	DISTRICTS.	QUANTITIES PER																	
		Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholum, Jawar).			Bulrush (Cumbur, Ponicular).		
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.
		S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.
<b>Central Districts.</b>		16 8 16 4 15 0	20 0 20 0 17 0	8 4 8 4 7 0	11 6 11 8 11 0	11 10 11 10 11 0	18 8 18 8 18 8	...	...	...	...	...	...	...	...	...	...	...	...
	Calcutta	16 0 15 4 18 8	17 8 17 12 17 10	8 0 8 0 8 0	18 12 17 12 14 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	24-Pergunnahs	17 4 17 4 18 0	22 15 23 15 24 8	12 8 12 13 12 13	13 14 13 14 13 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Nuddea	...	...	16 0 16 0 14 0	18 0 18 0 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Khoolna	14 4 14 4 15 0	...	13 8 13 8 12 12	16 8 16 8 16 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Jessore	16 0 18 0 19 0	...	12 0 13 4 13 0	15 0 16 0 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Moorshedabad	18 12 17 8 14 12	16 8 16 8 13 4	15 8 14 0 14 0	18 0 18 0 15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Dinapore	{ 12 0 } 14 4 { 16 8 }	30 0 ... 24 0	12 0 14 4 { 10 8 }	16 0 15 6 14 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Rajshahye	{ 16 8 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Rungpore	13 12 13 12 10 0	...	9 0 9 0 9 0	15 0 15 0 12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Hogra	15 0 15 0 12 0	...	12 0 12 0 9 12	18 0 18 0 16 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Pubna	18 12 18 12 18 12	...	8 4 8 4 8 0	15 12 15 0 14 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Parjeeling	10 0 10 0 9 0	9 0 9 0 10 0	5 0 5 0 5 0	12 0 10 0 11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Jalpaiguri	13 0 13 0 10 0	20 0 20 0 20 0	13 0 13 0 13 0	16 0 16 0 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Eastern Districts.</b>		16 0 16 0 16 0	28 0 28 0 16 4	16 0 16 0 13 8	18 0 18 0 15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Dacca	16 0 16 0 22 0	34 0 34 0 30 0	14 0 14 0 13 0	16 0 16 0 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Furzedpore	...	...	13 4 13 4 15 0	18 0 18 0 18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Backergunge	12 8 12 8 15 4	...	12 8 12 8 10 0	16 0 17 0 13 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Mymensingh	16 0 16 0 12 0	...	13 0 13 0 14 0	14 0 14 0 19 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Chittagong	...	...	16 0 16 0 15 0	18 0 18 0 17 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Noakhally	18 9 18 5 13 6	...	15 0 16 0 13 5	18 4 21 8 16 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tipperah	...	...	11 6 11 6 12 4	13 5 13 6 13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Chittagong Hill Tracts	...	...	12 0 12 0 13 0	13 0 13 0 17 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Hill Tipperah	13 0 13 0 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Behar.</b>		22 0 22 0 20 0	32 0 32 0 22 0	10 8 10 8 10 10	21 0 21 0 13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Patna	18 0 18 0 17 0	25 0 25 0 22 0	9 0 9 0 10 0	13 8 13 8 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Gya	19 0 21 0 { 17 8 }	22 0 28 8 28 0	9 0 9 0 { 9 0 }	14 0 16 0 { 13 8 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Shahabad	{ 16 0 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Darbhanga	17 9 19 14 15 6	24 2 27 8	11 8 11 0 9 12	14 6 14 8 14 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Muzafferpore	18 0 20 0 18 0	25 0 24 0 20 0	12 0 13 0 9 0	15 0 17 0 13 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Saran	17 0 19 8 17 0	25 0 24 0 24 0	8 8 8 4 9 0	17 8 17 8 12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Chumparn	16 8 16 0	21 0 22 0	11 0 12 0 9 0	17 0 17 0 14 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Monghyr	19 16 17 12 18 9	31 0 14 11 21 0	10 8 9 7 10 8	13 10 14 11 12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bhagalpur	18 16 18 15 16 6	20 3 20 3 11 6	12 0 12 0 12 0	18 4 13 4 13 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Purneah	18 0 18 0 14 0	...	15 0 15 0 14 0	16 0 16 0 15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Maidah	18 0 18 0 21 0	...	16 0 12 0 13 4	17 0 16 0 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Southal Pergunnahs	15 0 16 0 17 0	...	12 0 11 8 12 0	16 8 16 0 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Orissa.</b>		19 11 23 5 14 7	...	13 2 13 2 11 13	19 11 19 11 16 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Cuttack	17 1 18 6 11 13	...	16 12 16 12 13 2	13 6 19 11 21 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Purree	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Balasore	16 0 15 0 14 0	11 0 11 0	14 0 13 0 16 0	24 0 23 0 20 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>CHOTA NAGPORE.</b>		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>South-Western Frontier Agency.</b>		14 8 16 0 14 8	16 0	11 0 11 0 9 0	16 8 17 0 15 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Hazratibagh	14 0 14 0 13 0	...	15 0 16 0 15 0	21 0 22 0 18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lohardugga	20 0 20 0 16 0	20 0	24 0 20 0 20 0	24 0 24 0 24 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Singhboom	16 0 16 0 14 0	...	15 0 15 0 15 0	20 8 20 0 12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...

- a In the interior the price of common rice varies from 21 annas to 26-1 annas per rupee.  
 b In the sub-divisions the retail prices of salt per rupee were:—Barnet and Hazratibagh 13 annas, Barrackpore 12-13 annas, and Dam-Dam 11-12 annas.  
 c In the sub-divisions the retail prices of salt per rupee were:—Koushtea 13 annas, Meherpore 12 annas, Choudanga 12-13 annas, and Kaushtia 12-13 annas.  
 d The retail price of salt in the sub-division of Sathura was 11 annas per rupee.  
 e In the sub-divisions the retail prices of salt per rupee were:—Jhupda and Narail 12 annas, Dongong 12 annas and Magoora 10-12 annas.  
 f In the sub-divisions the retail prices of salt per rupee were:—Lalbagh 11 annas, Jangipore 12-13 annas, and Kanai 12 annas.  
 g The retail price of salt at Koushtea was 10-11 annas per rupee, and at Nijpore—10 annas.  
 h The retail price of salt at the Nijpore sub-division was 14 annas per rupee.  
 i In the sub-division the retail prices of salt per rupee were:—Nijpore 12 annas, and Gaidanda 11 annas.  
 j The retail price of salt at Koushtea was 10 annas per rupee.  
 k The retail price of salt at Koushtea was 8 annas per rupee, and at Nijpore 11 annas.  
 l In the sub-divisions the retail prices of salt per rupee were:—Mansingunge 12 annas, Narasingunge 12-13 annas, and Moonshingunge 12-13 annas.  
 m The retail price of salt at the sub-division of Gaidanda and Madaripur was 12 annas per rupee.  
 n The retail price of salt at the sub-division of Ferozpur was 11 annas per rupee.









OF 80 TOLAHS.

[illegible]

## PRICES CURRENT OF FOOD GRAINS THROUGH

		QUANTITIES PER																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Caulium, Jowar, Haver, Sorghum).			Burrus M. (Caulium, Jowar, Haver, Sorghum).																																																																																																																																																																																																																																																																																																																																																																																																																																													
Province.	District.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1894.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1894.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1894.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1894.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1894.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1894.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1894.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1894.																																																																																																																																																																																																																																																																																																																																																																																																																																					
		S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch. S. Ch.																																																																																																																																																																																																																																																																																																																																																																																																																																						
PUNJAB—continued.	Ferozepore	26	0	26	0	22	0	44	0	45	0	86	0	...	...	...	12	0	12	0	11	0	40	0	40	0	0	35	0	35	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Mooltan	19	0	19	0	18	0	31	0	31	0	30	0	...	...	...	10	0	10	0	10	0	27	0	27	0	0	25	0	25	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Jhang	22	0	21	0	22	0	37	0	36	0	34	0	...	...	...	10	0	10	0	10	0	27	0	27	0	0	31	0	30	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Montgomery	22	0	22	0	20	0	30	0	30	0	28	0	...	...	...	11	0	11	0	10	0	28	0	28	0	0	21	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																															
	Lahore	28	0	26	0	25	0	46	0	45	0	41	0	...	...	...	13	0	13	0	12	0	35	0	35	0	0	33	0	33	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Amritsar	29	0	29	0	24	0	40	0	40	0	39	0	...	...	...	14	0	14	0	13	0	34	0	34	0	0	33	0	33	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Gurdasr	33	0	33	0	25	0	40	0	40	0	34	0	...	...	...	16	0	16	0	14	0	32	0	32	0	0	23	0	23	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Gujranwala	31	0	30	0	23	0	50	0	50	0	43	0	...	...	...	16	0	16	0	14	0	35	0	35	0	0	36	0	36	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Sialkot	31	0	31	0	25	0	53	0	53	0	42	0	...	...	...	16	0	16	0	14	0	35	0	35	0	0	36	0	36	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Gujrat	33	0	33	0	29	0	50	0	50	0	42	0	...	...	...	12	0	12	0	13	0	47	0	47	0	0	50	0	50	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Rawalpindi	32	0	33	0	30	0	62	0	60	0	39	0	...	...	...	15	0	14	0	18	0	60	0	60	0	0	50	0	50	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
	Jhelum	32	0	30	0	28	0	48	0	48	0	38	0	...	...	...	12	0	12	0	12	0	39	0	39	0	0	37	0	37	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																													
Shahpur	29	0	29	0	30	0	38	0	37	0	48	0	...	...	...	14	0	14	0	14	0	37	0	37	0	0	37	0	37	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																														
Muzaffargarh	20	0	20	0	19	0	29	0	28	0	26	0	...	...	...	6	0	6	0	6	0	32	0	32	0	0	23	0	23	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																														
Dera Ghazi Khan	19	0	19	0	18	0	28	0	28	0	26	0	...	...	...	11	0	11	0	9	0	34	0	34	0	0	34	0	34	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																														
Dera Ismail Khan	25	0	24	0	23	0	43	0	43	0	37	0	...	...	...	10	0	9	0	9	0	40	0	40	0	0	38	0	38	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																														
Banna	30	0	40	0	25	0	60	0	60	0	40	0	...	...	...	10	0	10	0	10	0	54	0	54	0	0	40	0	40	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																														
Kohat	34	0	34	0	21	0	77	0	77	0	39	0	...	...	...	17	0	17	0	13	0	...	...	...	...	0	51	0	51	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																														
Peshawar	31	0	30	0	25	0	65	0	58	0	38	0	...	...	...	13	0	13	0	12	0	40	0	40	0	0	55	0	47	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																														
Harara	35	0	35	0	29	0	44	0	52	0	41	0	...	...	...	13	0	15	0	15	0	...	...	...	...	0	...	...	32	0	32	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																												
CENTRAL PROVINCES.	Saugor	33	0	31	0	25	0	...	...	...	14	0	14	0	10	0	15	0	15	0	11	0	...	...	...	...	...	25	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																															
	Damoh	30	12	31	8	31	0	...	...	...	15	8	15	8	12	8	16	8	16	8	13	8	...	...	...	...	...	...	...	...																																																																																																																																																																																																																																																																																																																																																																																																																																
	Jubbulpore	26	0	26	0	23	0	30	0	20	0	23	8	...	...	...	15	0	15	0	10	0	17	0	17	8	0	27	0	28	0	30	0	31	8	22	0																																																																																																																																																																																																																																																																																																																																																																																																																									
	Mandla	35	0	35	0	25	0	...	...	...	16	0	16	0	4	8	22	8	23	0	19	0	...	...	...	...	...	...	...	...																																																																																																																																																																																																																																																																																																																																																																																																																																
	Seoni	31	0	31	0	34	0	...	...	...	13	8	13	8	11	0	19	0	19	0	12	0	...	...	...	...	...	...	...	...																																																																																																																																																																																																																																																																																																																																																																																																																																
	Narsinghpur	33	5	24	12	23	0	...	...	...	11	6	11	8	9	8	15	12	14	0	12	8	30	3	32	0	32	0	...	...																																																																																																																																																																																																																																																																																																																																																																																																																																
	Hoshangabad	24	12	23	10	21	6	...	...	...	4	8	4	8	4	8	12	15	12	6	11	4	...	...	...	...	...	...	...	...																																																																																																																																																																																																																																																																																																																																																																																																																																
	Nimár	No return received.																				...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

FOR THE 2nd HALF OF FEBRUARY 1885—continued.

TENS OF 80 TOLAHS.

Millet, Rari, Masaru, Veragu, Chenna, Corallo, Ch. Angica, Pant, Culacum, &c.		Gram.						Firewood.						Salt.						Districts.	Provinces.											
Corresponding fort- night of 1884.		Present fortnight.		Past fortnight.		Corresponding fort- night of 1884.		Present fortnight.		Past fortnight.		Corresponding fort- night of 1884.		Wholesale.		Retail.		Corresponding fort- night of 1884.														
S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.			S.	Ch.									
...	...	44	0	45	0	39	0	90	0	90	0	90	0	14	8	14	8	14	8	14	0	14	0	Ferozepore	PUNJAB—continued.							
...	...	27	0	29	0	30	0	80	0	80	0	80	0	15	8	15	8	15	0	15	0	14	8	Mooltan								
...	...	31	0	28	0	33	0	200	0	200	0	200	0	15	0	15	0	15	8	14	8	14	0	Jhang								
...	...	32	0	33	0	33	0	200	0	200	0	200	0	13	0	13	8	...	12	0	11	0	15	4		Montgomery						
...	...	41	0	41	0	38	0	90	0	90	0	80	0	15	0	15	0	15	0	14	0	14	0	14		0	Lahore					
...	...	41	0	41	0	39	0	90	0	90	0	80	0	15	9	15	10	15	8	15	3	15	4	15		0	Amritsar					
...	...	38	0	38	0	34	0	120	0	120	0	120	0	15	0	15	0	13	4	14	0	14	0	13		0	Gurdaspur					
...	...	37	0	37	0	36	0	90	0	90	0	90	0	15	4	15	4	15	4	15	0	15	0	15		0	15	0	Gujranwala			
...	...	35	0	34	0	31	0	110	0	110	0	120	0	16	8	16	8	16	0	16	0	16	0	15		8	15	8	Sialkot			
...	...	33	0	33	0	33	0	100	0	100	0	100	0	...	...	...	...	16	0	16	0	16	0	15		8	15	8	Gujrat			
...	...	30	0	40	0	36	0	120	0	80	0	150	0	15	12	15	12	15	4	15	10	15	8	15	0	15	0	Rawalpindi				
...	...	36	0	34	0	30	0	120	0	120	0	140	0	16	8	16	8	16	0	16	0	16	0	15	0	15	0	Jhelum				
...	...	38	0	39	0	40	0	240	0	240	0	320	0	17	0	17	0	17	0	16	0	16	0	16	0	16	0	Shahpur				
...	...	27	0	27	0	23	0	100	0	120	0	120	0	...	...	...	...	14	0	14	0	14	0	14	0	14	0	Muzaffargarh				
...	...	27	0	27	0	28	0	125	0	125	0	100	0	32	8	30	0	28	12	30	0	28	12	27	8	27	8	Dera Ghazi Khan				
...	...	39	0	42	0	38	0	135	0	135	0	138	0	50	0	50	0	47	8	47	8	47	8	45	0	45	0	Dera Ismail Khan				
...	...	55	0	55	0	34	0	80	0	80	0	80	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	Hanna		
...	...	36	0	36	0	29	0	153	0	153	0	163	0	61	8	61	8	63	12	58	11	58	11	58	11	58	11	58	11	Kohat		
...	...	34	0	34	0	30	0	105	0	105	0	118	0	44	4	45	8	41	0	43	0	44	0	39	8	39	8	39	8	Peshawar		
...	...	22	0	30	0	28	0	80	0	80	0	110	0	...	...	...	...	13	8	12	12	12	0	12	0	12	0	12	0	Hazara		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	36	8	31	0	31	0	180	0	180	0	180	0	9	12	10	4	9	12	9	8	10	0	9	8	9	8	9	8	Sangor		
...	...	30	12	29	8	39	0	200	0	200	0	200	0	10	8	9	8	10	0	10	0	9	4	9	12	9	12	9	12	9	Damoh	
...	...	29	0	29	0	25	0	130	0	130	0	140	0	11	12	12	0	11	8	11	4	11	8	11	0	11	0	11	0	Jubbulpore		
...	...	40	0	40	0	32	8	266	0	266	0	266	0	...	...	...	...	10	8	10	8	10	8	10	0	10	0	10	0	Mandla		
...	...	29	0	28	0	23	0	220	0	220	0	220	0	11	8	11	4	11	8	11	4	11	0	11	0	11	0	11	0	Seoni		
...	...	29	7	30	0	27	0	140	0	140	0	140	0	11	8	11	0	11	8	11	0	10	8	11	0	10	8	10	8	Narsingpur		
...	...	29	4	38	2	26	0	160	0	160	0	160	0	11	14	11	14	11	12	11	0	11	0	11	0	11	0	11	0	Hoshangabad		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	24	0	24	0	19	0	320	0	320	0	320	0	11	8	11	8	10	8	11	0	11	0	10	0	10	0	10	0	Nimr		
...	...	28	0	25	15	23	8	189	0	200	0	200	0	11	0	10	9	10	8	10	12	9	12	10	0	10	0	10	0	Betul		
...	...	25	0	21	0	18	0	120	0	160	0	155	0	11	4	13	0	13	4	11	0	11	0	12	0	12	0	12	0	Chhindwara		
...	...	33	4	33	4	19	4	120	0	120	0	150	0	13	0	13	0	13	4	11	0	11	0	12	0	12	0	12	0	Wardha		
...	...	26	3	23	8	18	0	360	0	360	0	360	0	11	8	11	8	11	0	11	12	11	12	11	12	11	12	11	12	11	Nagpur	
...	...	23	0	23	0	17	0	140	0	160	0	150	0	11	8	11	8	11	0	11	0	11	0	11	0	11	0	11	0	Chanda		
...	...	24	0	24	0	17	0	275	0	275	0	275	0	11	0	11	0	11	0	10	8	10	8	10	0	10	0	10	0	Bhandara		
...	...	24	0	25	0	16	0	80	0	80	0	63	0	11	8	13	0	10	8	11	0	11	0	10	0	10	0	10	0	Balaghat		
...	...	23	0	40	0	29	12	120	0	120	0	140	0	...	...	...	...	9	0	9	0	9	0	9	0	9	0	9	0	9	0	Raipur
...	...	16	0	19	8	10	0	125	0	125	0	120	0	11	0	13	0	11	0	10	8	12	0	10	0	10	0	10	0	10	0	Bilaspur
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	10	0	10	0	9	0	264	0	264	0	240	0	35	0	35	0	35	0	32	0	32	0	30	0	30	0	30	0	30	0	Sambalpur
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	4	0	4	0	4	0	50	0	50	0	40	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	469	11	469	11	469	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	18	9	18	9	15	2	320	0	320	0	320	0	50	10	50	10	50	11	29	3	29	3	23	10	23	10	23	10	23	10	Arakan Division.
...	...	10	1	10	1	10	1	46	9	58	4	58	4	31	13	31	13	31	13	28	0	28	0	6	4	6	4	6	4	6	4	Akyab
...	...	8	14	8	14	8	14	535	11	535	11	535	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	15	9	15	9	7	12	167	9	167	9	139	11	29	9	29	9	25	5	18	10	18	10	16	5	16	5	16	5	16	5	Northern Arakan
...	...	18	13	13	8	8	3	314	1	351	13	249	8	28	3	28	3	28	6	30	15	30	15	21	5	21	5	21	5	21	5	Kyaukpada
...	...	22	7	22	7	18	8	183	8	183	8	183	8	29	9	29	9	29	9	29	9	29	9	29	9	29	9	29	9	29	9	Sandaway
...	...	13	13	13	13	9	3	245	0	245	0	245	0	29	9	29	9	25	5	18	15	18	15	18	15	18	15	18	15	18	15	Pegu Division.
...	...	18	8	13	8	13	8	220	0	220	0	220	0	30	15	30	15	30	8	30	8	30	8	20	15	20	15	20	15	20	15	Irrawaddy Division.
...	...	...	...	...	...	...	...	399	8	399	8	399	8	24	2	24	2	24	2	16	1	16	1	16	1	16	1	16	1	16	1	Bassein
...	...	...	...	...	...	...	...	428	0	428	0	428	0	36	8	36	8	36	8	29	3	29	3	29	3	29	3	29	3	29	3	Honzada
...	...	9	7	8	1	7	0	24	0	24	0	24	0	27	14	27	0	22	0	10	5	18	13	14	1	14	1	14	1	14	1	Thonegwa
...	...	...	...	...	...	...	...	150	0	150	0	250	0	30	12	35	6	35	6	18	14	18	14	18	14	18	14	18	14	18	14	Thayetungyo
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...</																														

\* No wholesale salt sold.



## PRICES CURRENT OF FOOD-GRAINS THROUGH

QUANTITIES PER

PROVINCE.	DISTRICTS.																								
		Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Choum, Jawar), Holcus Sorghum.			Bajra (Common), Pennisetum.								
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
MYSORE.	Bangalore																								
	Kolar																								
	Tumkur																								
	Mysore																								
	Shimoga																								
COORG.	Kadur																								
	Coorg	9 0	9 8	9 5	9 3	9 5	9 12	...	13 15	13 3	...	16 15	16 7	...	26	7 27	1	...							
	Jerpore	20 0	18 0	16 4	29 0	30 0	23 0	6 0	6 0	6 0	9 8	9 8	7 8	32	0 34	0 22	0 39	0 29							
	Kishengurh	19 12	19 12	16 0	28 8	27 12	23 8	9 0	9 0	8 0	10 0	10 0	9 8	30	8 30	4 20	0 27	0 27							
	Kerrowlee	20 6	21 9	18 2	31 4	31 0	27 8	15 10	15 10	10 0	17 8	17 8	11 4	30	0 30	0 25	0 25	0 25							
RAJASTHAN.	Ulwur	19 10	20 5	17 8	31 10	31 2	24 8	6 12	6 12	8 0	12 7	11 13	10 8	33	14 36	0 23	0 28	0 29							
	Bharatpur (City)	20 0	19 7	18 10	31 0	30 0	23 9	7 4	7 4	7 12	8 4	8 2	9 5	32	7 30	11 22	11 33	15 34							
	Ajmere	18 8	19 0	15 0	28 0	28 0	23 0	3 0	3 0	6 0	8 0	8 0	8 0	30	0 30	0 20	0 23	0 23							
	Deoli Cantonment																								
		No return received																							
RAJASTHAN.	Erinpura	20 4	20 1	16 0	28 14	28 6	25 0	7	7	7	7 8	7 8	7 8	23	1 23	8 20	0 22	0 22							
	Sirohee	18 8	18 0	14 8	26 0	26 0	25 0	7 4	7 0	7 0	8 0	8 0	8 0	19	0 19	0 14	0 21	0 21							
	Abu	15 0	15 0	12 8	20 8	20 8	20 0	6 0	6 0	6 2	8 0	8 0	7 10												
	Anadra	17 0	16 4	13 8	23 0	23 0	23 0	6 4	6 4	6 10	8 8	8 4	8 0												
	Kilnure	15 0	15 0	13 0				5 8	5 8	5 8	8 8	8 8	9 8												
RAJASTHAN.	Jaisalmer	13 5	13 12	12 0				10 4	10 13	10 0	13 0	13 0	12 0	23	6 23	5 19	0 20	0 21							
	Billy Tracts of Meywar	22 0	22 0	15 8	22 0	25 0	19 0				15 0	16 0	13 0												
	Meywar (Oodeypore)	25 64	25 0	13 104	37 8	35 24	23 7	10 24	10 11	10 24															
	Banswara (Meywar Agency)	35 0	37 8	18 12				10 0	8 12	10 0	20 0	21 0	16 4												
	Partabgarh (Marwar (Jodhpore))	18 2	18 2	15 10	25 0	25 0	23 8	5 0	5 0	5 0	7 12	7 12	7 8	26	4 25	0 18	12 30	0 2							
RAJASTHAN.	Bikaner																								
	Prandee	31 0	31 0	25 0	57 8	57 8	39 0	8 8	8 8	7 8	9 0	9 0	8 0	50	0 50	0 36	8 25	0 2							
	Kotah	33 0	33 0	24 0	40 0	40 0	25 0	7 8	7 8	7 0	8 0	8 0	9 0	51	4 51	4 34	0 25	0 2							
	Tonk	24 8	24 0	21 4	37 8	38 4	20 12	7 8	7 8	6 8	8 8	8 8	8 8	44	12 44	12 31	0 39	0 3							
	Jhallawar	29 154	29 12	19 11	51 11	51 11	23 14				11 13	11 13	10 24	43	11 37	13 30	15 25	2 4							
CENTRAL INDIA.	Shabpoora	24 8	24 0	18 6	39 0	40 0	26 12	9 4	8 12	8 11	11 4	11 3	13 0	40	0										
	Dholpur																								
		No return received																							
	Indore	23 0	22 0	17 7				9 4	9 3	9 3	10 0	10 0	10 0	29	8 30	0 25	4 23	0 2							
	Gwalior	21 11	22 9	17 9	19 11	19 11	24 10	7 12	7 13	7 7	11 3	10 3	8 12	29	3 32	0 23	5 31	8 3							
CENTRAL INDIA.	Goona	38 0	38 0	28 4	21 0	21 0	20 0	12 8	10 8	9 0	13 8	11 8	9 0	46	0 46	0 35	0 20	0 2							
	Baghelkhand (Panna)	24 8	27 0	24 12	35 0	35 0	29 5	8 0	8 0	7 0	20 0	23 0	18 0	31	0 33	8		29	0						

DEPARTMENT OF FINANCE AND COMMERCE,  
(Statistical Branch.)

FOR THE 2nd HALF OF FEBRUARY 1885—concluded.

OF 80 TOLARS.

Miles. Bagl. Mars. Verara. Carena Coraino. Napier. Pass. Mars. etc.			Gram.				Firewood.				Salt.												Distributions.				Provisions.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Wholesale.						Retail.						Present fort- night.	Past fortnight.	Corresponding fortnight of 1884.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
									Present fort- night.	Past fortnight.	Corresponding fortnight of 1884.	Present fort- night.	Past fortnight.	Corresponding fortnight of 1884.	Present fort- night.	Past fortnight.	Corresponding fortnight of 1884.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
																		Ch.	S.	Ch.						S.		Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

\* Ten pice per bundle.

† Eight pice per bundle.

D. BARBOUR,

Secretary to the Government of India.





## IRRIGATION OPERATIONS OF PAST RABI IN THE PUNJAB IN 1884-85 UP TO 31st JANUARY 1885.

CANAL DIVISION.	WATER DISTRIBUTED DURING AT RABIA IN CANAL (FROM CONSUMPTION, CUBIC FEET PER SECOND.				NAVIGATION RETURNS, CANAL. PRINCIPAL ITEMS OF TRAFFIC.		LAND IRRIGATED (APPROX. MILES).		RAINFALL.		CHIEF CROPS (APPROXIMATE).		REMARKS.
	Fall supply.	Actual through- out.	Estimated fall supply.	Actual through- out.	Up.	Down.	Area.	Area.	Average.	During month.	Name.	Area in acres.	
1st Division 2nd do. Main Branch, Lower 2nd do. Lahore Branch Passed through Escapes	49 46 30	3-7 2-9 2-1	3,073-6	953 625 321 100					1-83 1-32 1-2 1-0	3-0 2-9 1-7	Wheat Barley Mixed grains Miscellaneous.	147,005 571 7,281 69,192	On the Bari Doab Canal there is an increase of higher water as compared with the corresponding period of the previous year.
Total Bari Doab Canal			3,073-6	2,009				225,349				225,349	
Corresponding period of last year			3,073-6	1,681				209,369				209,369	
Western Juma Canal	4-33 5-70 9-10 8-80	1-11 0-54 4-74	2,546	207 18 173 61		135,192 cubic feet 1st and 2nd class timber, and 3,150 cubic feet fuel.			1-27 1-32 2-20 1-46 1-40 1-60	4-17 1-95 6-00 1-90 1-70 2-80	Wheat Barley Mixed grains Miscellaneous.	61,178 361 6,019 6,218	The decrease on the Western Juma Canal as compared with last year is due to there being almost no demand for canal water, owing to favourable rainfall. The canal was closed for repairs on the 15th.
Total Western Juma Canal			2,546	454		135,192		73,778				73,778	
Corresponding period of last year			2,546	1,794		605,747		241,916				241,916	
Sirhind Canal	6-3 5-2 4-9 6-5	2-1 1-2 0-8 0-3	3,000 1,000 1,000 1,000	428 73 32 4			Ludhiana Ferozepore Faridkot State Nabha State.		1-35 0-98 0-21 0-33	2-65 4-0 1-1 1-1	Wheat Barley Mixed grains Miscellaneous.	20,534 613 1,123 2,361	The Sirhind Canal was closed for inspection on the 15th January.
Total Sirhind Canal			3,000					24,651				24,651	
Corresponding period of last year													
Upper Sutlej Division							Lahore Montgomery Multan Dera Ghazi Khan Muzaffargarh		0-49 0-21 0-33 1-1	1-0 1-1 1-39 1-1	Details not obtainable for want of establishment.	439,180 368,149 323,776 450,985	On the Irrigation Canals there is an increase of higher water, which is due to there being almost no demand for canal water, owing to the river and canals during the last month of the flood season.
Total Irrigation Canals													
Corresponding period of last year													
Imperial Canals, Grand Total													
1st. corresponding period of last year													

J. E. CAUTION,  
Under-Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.  
REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF  
CALCUTTA DURING THE MONTH OF JANUARY 1885.

*No. 1.—As to Age and Sex.*

	DUMPERA.				TRINIDAD.				JAMAICA.				Fiji.				St. Lucia.				FRENCH W. I. COLONIES.				TOTAL.		
	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	GRAND TOTAL.
Under 3 years.	0	11	10		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		0	11	10
From 2 to 10 years	21	29	50		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		21	29	50
10 to 20 "	100	47	147		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		100	47	147
20 to 30 "	330	100	430		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		330	100	430
30 to 40 "	30	9	39		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		30	9	39
40 to 50 "	...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...
Above 50 "	...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...
GRAND TOTAL	770	206	976	26.74 women to every 100 men.	...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		770	206	976

*No. 2.—As to Places whence Emigrants come to Calcutta for embarkation.*

	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	GRAND TOTAL.
Orissa.	...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...
Western Bengal.	21	4	25		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		21	4	25
Central ditto.	11	7	18		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		11	7	18
Eastern ditto.	1	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		1	...	...
Bihar.	227	110	337		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		227	110	337
North-Western Provinces.	333	112	445		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		333	112	445
Oudh.	107	42	149		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		107	42	149
Central India.	1	1	2		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		1	1	2
Punjab.	11	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		11	...	...
Nepal.	5	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		5	...	...
Mixed, Madras & Bombay, &c.	2	2	4		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		2	2	4
GRAND TOTAL	770	206	976		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		770	206	976

*No. 3.—As to Caste and Religion.*

	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	GRAND TOTAL.
Brahmins, high caste.	123	30	153		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		123	30	153
Agri-culturists.	101	40	141		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		101	40	141
Artisans.	146	60	206		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		146	60	206
Low caste.	210	60	270		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		210	60	270
Muslims.	90	61	151		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		90	61	151
Christians.	1	...	...		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		1	...	...
GRAND TOTAL	770	206	976		...	...	...		...	...	...		...	...	...		...	...	...		...	...	...		770	206	976

MEMO.	M.	F.	TOTAL.
1. Hindus.	670	235	905
2. Muslims.	90	61	151
3. Christians.	1	...	1
TOTAL.	770	206	976

C. S. BAYLEY,  
Offg. Under-Secretary to the Government of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY CONSTRUCTION.

REVISED ESTIMATE FOR THE SIALKOT BRANCH OF THE PUNJAB  
NORTHERN STATE RAILWAY.

No. 295 R.-C., dated Fort William, the 18th March 1885.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department No. 1027 R.-C. of the 20th November 1884.

Read now the following:—

No. 1038, dated 25th February 1885.

Office Memo. from—The Asst. Secy. to the Govt. of India, Department of Finance and Commerce,  
To—The Secretary to the Government of India, P. W. Dept.

In reply to the Office Memorandum from the Public Works Department, No. 186 R.-C., dated the 17th February 1885, the undersigned is directed to convey sanction to the Revised Estimate for the Sialkot Branch of the Punjab Northern State Railway, amounting to Rs. 9,66,871.

ORDER.—Ordered, that this memorandum be communicated to the Secretary to the Government of the Punjab, Public Works Department, and to the Accountant General, Public Works Department, for information.

Also, that it be published in the Supplement to the *Gazette of India*.

W. S. TREVOR, Colonel, R.E.,  
*Secretary to the Government of India.*

## GOVERNMENT OF INDIA.

## REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR  
THE WEEK ENDING THE 25th MARCH 1885.

**GENERAL REMARKS.**—Slight rain has fallen in some half a dozen districts in the Madras Presidency and in parts of Sholapur, Dharwar, Belgaum, and Kanara in the Bombay Presidency. Rain has fallen generally throughout Mysore and Coorg. In the Central Provinces there was some rain in two or three places. In Bengal the rain of the past week has been confined to the districts of the Chittagong Division.

The *rabi* harvest continues in Bombay, the North-Western Provinces and Oudh, Central Provinces, the Berars and has commenced in the Central India and Rajputana States, and promises generally well. In the Punjab *rabi* prospects are on the whole good, but more rain is wanted for the crops in Lahore, Amritsar, Shahpur, and Peshawar. In Mysore water and fodder continues generally scarce and the cattle are in poor condition. Prospects are improving in Kolar.

In Bengal the *rabi* is still being harvested with generally a good outturn. Sowing of early paddy has commenced in places.

In Assam sowings have commenced, but more rain is wanted in places. Sugarcane-crushing continues.

The public health is generally good.

Prices are on the whole stationary except in some places in the Punjab where they are rising.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Madras—(Mar. 25th)</b>		
Bellary . . . . .	Average '14	Standing crops, dry crops generally, and wet crops in parts, withering from want of rain; harvest paddy and dry grains, yield below average; 21 deaths from cholera.
Kurnool . . . . .	" '01	Standing crops good except in one division and in parts of 3 taluks where they have withered from want of rain; harvest cotton, outturn half; smallpox and cattle-disease prevalent.
Ganjam . . . . .	" '61	Smallpox and fever prevalent, cholera slight.
Kistna . . . . .	" '23	Standing crops good; fever, smallpox, and cattle-disease exist; 30 deaths from cholera.
Chingleput (Madras) . . . . .	Nil	Standing crops good except in parts of 2 taluks where they are withering from deficiency of water; harvest paddy, outturn below half the average; smallpox and cattle-disease exist; 10 deaths from cholera.
Coimbatore . . . . .	"	Standing crops, wet good except in parts of 2 taluks where they require rain; dry crops little standing; harvest wet and dry grains outturn about average; fever exists; 25 deaths from cholera.
Tanjore . . . . .	Average '03	Standing crops generally good; harvest wet and dry grains, outturn below average; cholera abating, 180 deaths.
Madura . . . . .	Nil	Outturn of harvest unsatisfactory; fever prevalent, cholera slight.
Malerbar . . . . .	Average '10	Fever exists; smallpox and cattle-disease slight; 20 deaths from cholera.
Tritacore . . . . .	Nil	Smallpox and fever exist; cholera subsiding, 1 death at Trevandrum.
<b>Bombay—(Mar. 25th)</b>		
Karachi . . . . .	Nil	River at Kotri on 23rd 5 feet 6 inches against 4 feet 4 inches on corresponding date last year; fever in 7 and cattle-disease in 5 talukas; harvesting of <i>rabi</i> crops commenced in places; cholera cases: in Sakro 35 cases, 22 deaths, 48 remaining; in Ghonabari 89 cases, 17 deaths, 21 remaining; 3 cases of smallpox in Karachi recovered on 20th, 1 remaining; disease in 48 villages in the districts, 87 fresh cases, 17 deaths, 107 remaining; prices: wheat, red rice, and <i>bajri</i> in Karachi 26, 28, and 36; in Jati 36, 36, and 44; in Sakro 19, 40, and 46; and in Sajawal 20, 36, and 52 lbs per rupee respectively.
Hyderabad . . . . .	"	<i>Rabi</i> crops attacked by rust and blight in Nausaharo and Kandiaro; river at Kotri on 20th 5 feet 7 inches against 4 feet 1 inch on same date last year; days unusually hot; smallpox in 4, measles in 2, fever in 4, and cattle-disease in 4 talukas; wheat 31, <i>jowari</i> 40, <i>bajri</i> 40, red rice 30, and white rice 20 lbs. per rupee.
Ahmedabad . . . . .	"	Steeping of <i>rabi</i> crops continues; wheat 34 and <i>bajri</i> 36 lbs. per rupee.
Baroda . . . . .	"	Health and crops in good condition; prices: <i>bajri</i> 34 and rice 24 lbs. per rupee.
Surat . . . . .	"	<i>Rabi</i> harvest and cotton-picking continue; cholera in Surat and Ulpad, 26 cases, 13 deaths; fever in Mandvi and Hardi; <i>jowari</i> 39 and <i>nagli</i> 46 lbs. per rupee.



Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Bombay—contd.</b>		
Nasik	Nil	<i>Rabi</i> crops good; slight injury to crops by mildew in Niphad, Yeola, and Kalvan talukas; reaping of <i>rabi</i> crops in progress throughout the district; public health generally good; cholera in parts of Malegaon, Satara, and Nasik talukas, 53 attacks, 22 deaths; wheat 37, <i>bajri</i> 36, and rice 24 lbs. per rupee.
Colaba (Bombay)	"	Abnormal temperature rose from 1° cool on 18th to 1° warm on 28th and was nil on the 24th; vapour in air in excess of normal; abnormal wind southerly on 28th and 24th and strong on 23rd.
Poona	"	<i>Rabi</i> reaping completed; cholera in 4 talukas, cases 127, fatal 49; <i>bajri</i> 38 and <i>jowari</i> 41; in Poona <i>bajri</i> 32 and <i>jowari</i> 35 lbs. per rupee.
Ahmednagar	"	Reaping of <i>rabi</i> continues; 4 cases of cholera in Nagar, 1 fatal, fever in Jamkhed; <i>jowari</i> 40 to 72 and <i>bajri</i> 36 to 51 lbs. per rupee.
Sholapur	In Barai . . .06 " Madha . . .11 " Karimda . .16 " Sangola . .07	<i>Rabi</i> harvest finished in 3 and almost completed in 4 talukas; <i>jowari</i> 50 lbs. 9 tolas and <i>bajri</i> 39 lbs. 39 tolas per rupee.
Dharwar	Rain in 6 talukas:— In Habi . . .14 " Nargund . .28 " Mundargi . .66 " Bankapur . .90 " Ranabennur . .42 " Karajgi . .62	This rain has been injurious to cotton crops; harvesting of late <i>jowari</i> and cotton-picking in progress; scarcity of fodder in 3 and of drinking water in 5 talukas; public health good; rice 23 to 32 and <i>jowari</i> 38 to 59 lbs. per rupee.
Kanara	In Haliyal . .12 and in Yellapur on 20th .66, with thick hail.	Fever subsiding; smallpox in Karwar, Haliyal, and Mundgod; one death in Siddapur and one in Rupa; cattle-disease in Rupa and Karwar; second crop harvest commenced in some talukas; common rice in Karwar 14, district average 15 seers per rupee; weather hot.
Rajkot	Nil	General health good; weather very warm; smallpox at Jafarabad; <i>bajri</i> 33 and <i>jowari</i> 44 lbs. per rupee.
		<i>General Remarks</i> —Slight rain in parts of Sholapur, Dharwar, Belgaum, and Kanara; <i>rabi</i> harvest completed in Poona, nearly so in 5 other districts, and in progress in others; standing crops slightly injured by rust and blight in parts of Hyderabad, by mildew in parts of Nasik, and by insects in parts of Ratnagiri; cotton injured by rain in parts of Dharwar; scarcity of fodder and drinking water continues in several talukas of Dharwar; cholera and cattle-disease in parts of 8 and fever and smallpox in parts of 12 districts.
<b>Bengal—(Mar. 26th)</b>		
Chittagong	NH	Weather warm, nights and mornings cool; prospects of crops good; prices of food-grains stationary; cholera lingers.
Dacca	"	Prospects of crops generally good; pulses are being gathered; sowing of early paddy has commenced; <i>boro</i> paddy, <i>chenna</i> and <i>kaon</i> are thriving, but rain is wanted; public health good, except that there are still a good many cases of smallpox in Dacca.
24 Pargunnahs	"	There are no crops on the ground; lands are being prepared for next crops; price of rice varies from 15½ to 17½ seers per rupee; public health generally good, though sporadic cases of cholera are reported from the Baraset and Bussirhat sub-divisions; state of river normal.
Moorshedabad	"	Weather dry and hot; reaping of <i>rabi</i> crops is almost over with a good outturn and in many places it is excellent; ploughing for next <i>bhadri</i> crops has begun in the Jungipore sub-division; price of rice is from 14 to 16 seers per rupee; public health good.
Bardwan	"	Harvesting of <i>rabi</i> crops is nearly over with a fair outturn; cholera prevails in the Culna sub-division.
Rangpore	"	Early paddy is being sown, cutting of tobacco has commenced; price of rice is falling; public health good.
Bhagalpore	"	Harvesting of <i>rabi</i> crops continues; outturn varies from 5 to 10 annas; price of rice stationary.
Farookh	"	Wheat and gram promise fairly in places; yield of <i>musuri</i> , <i>khesari</i> <i>rahar</i> , linseed and tobacco is moderate; wheat is being harvested in places; sugarcane is being weeded; common rice is selling at 16 seers per rupee; public health fair; rivers are low.
Patna	"	Harvesting of <i>rabi</i> crops still progressing; prospects of opium good; smallpox and cholera in some places in the Behar sub-division, public health else here generally good.
Darbhanga	"	Harvesting of <i>rabi</i> crops is going on; tapping of poppy heads is nearly finished; prices slightly rising; public health good.
Bazariabagh	"	Weather hot; reaping of <i>rabi</i> crops continues; collection of opium is finished in all the villages, the yield is poor owing to unfavourable weather; cases of smallpox are still reported from the interior, otherwise health generally seems good.
Cuttack	"	Weather warm and occasionally cloudy; ploughing operations are going on; price of rice stationary; cholera and smallpox prevail in the interior, otherwise health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Bengal—contd.</b>		
Midnapore . . . .	<i>Nil</i>	Weather getting warmer; rain is wanted for cultivation purposes and for <i>boro</i> paddy; there are a very few crops on the ground; cholera and smallpox linger in many places; a few cases of cattle-disease are reported.
Khulna . . . . .	"	Weather warm; <i>boro</i> paddy, the only standing crop, is doing well; prices of food grains stationary; public health satisfactory; some cases of smallpox among cattle in the Bagerhat sub-division.
Dinapore . . . . .	"	Weather hot, <i>rabi</i> crops are still being reaped; rain much wanted; rice is selling at 16 seers per rupee; a few cases of cholera, fever, and cattle-disease are reported.
Pabna (Serajunge) . . . .	"	Rain is badly wanted for all the crops which have been sown and are being sown; price of rice stationary; a few cases of cattle-pox are reported from two thanas.
Gya . . . . .	"	Weather warm; reaping of <i>rabi</i> crops is going on with good outturn; outturn of opium good; public health good.
Chumparun . . . . .	Not given.	Harvesting of <i>rabi</i> crops is in progress; collection of opium is nearly completed; prices stationary; public health good.
Shahabad . . . . .	"	Weather favourable to poppy crop, which however has been damaged by hail much more than was expected.
Mousserpore . . . . .	"	Collection of opium is nearly completed; weather favourable.
Barun . . . . .	"	Opium has been collected; weighment is going on.
Moughyr . . . . .	"	Collection of opium is now completed.
		<i>General Remarks.</i> —Some rain fell, mostly in the districts of the Chittagong Division. It is generally required for the purposes of preparing lands for the next season's crops, as well as for the early paddy which has already been sown in a few districts and is being sown in a few others; harvesting of <i>rabi</i> crops is still going on, generally with a good outturn; prices of food grains are almost stationary; cholera and smallpox prevail in many districts, and cattle-pox in two or three districts.
<b>N.-W. Provinces and Oudh—(Mar. 28th)</b>		
Besares (Mar. 24th)	<i>Nil</i>	<i>Rabi</i> being cut, outturn average; wheat outturn rather under average; sugarcane is being planted and is sprouting well; bazars well supplied; prices fluctuating; no sickness of men or cattle.
Gorakhpur ( " 23rd )	"	Weather seasonable; harvest progressing; prospects good, both of <i>rabi</i> and opium; prices stationary.
Fyzabad ( " 24th )	"	Weather hot; harvesting in progress; prospects good; opium collecting going on; prices continue steady; public health good.
Lucknow ( " 23rd )	"	Weather hot; west wind; <i>rabi</i> harvest in progress; opium collection progressing favourably; supplies sufficient; prices same as last week; condition both of men and cattle good.
Rai Bareilly ( " " )	"	Weather seasonable; <i>rabi</i> crops are being cut and gathered; prices almost unchanged; general health good.
Partabgarh ( " 25th )	"	Barley and wheat cutting nearly over; that of gram well advanced; <i>arkar</i> ripening; opium collection almost finished, outturn fair; smallpox in between 40 and 50 villages; chiefly in partabgarh tahsil; but only 6 deaths reported.
Allahabad ( " " )	"	Heat rapidly increasing; large proportion of crops cut; all crops very satisfactory; poppy yield good; prices steady; health good.
Cawnpore ( " 23rd )	"	Weather getting warm; harvesting of <i>rabi</i> in progress and extra crops and indigo being sown; opium collections in hand and one-fourth of estimated yield collected; prices show a slight tendency to rise; smallpox continues in one pargana and slight fever reported from another; cattle in good condition.
Banda ( " 25th )	"	Weather clear; reaping in progress; prices steady; no distress.
Ballia ( " 23rd )	"	Weather hot; wind westerly; <i>rabi</i> crops more than half cut, favourable outturn expected; prices slightly risen; no sickness of men or cattle, except a few cases of smallpox in Ballia Tahsil.
Varanasi ( " 24th )	"	Barley being cut; opium collection in progress, yield fair; health of people fair.
Sitapur ( " " )	"	Wheat and barley being cut and outturn good; gram and <i>seroon</i> below average; prospects favourable.
Bareilly ( " 23rd )	"	Crops good, some being cut; prices slightly cheaper; public health continues good.
Kumaon ( " " )	"	Rain wanted for crops; slight change in prices; general health good; fever continues increasing; cattle-disease still prevails.
Agra ( " 24th )	"	Weather hot; barley and gram being cut; prices steady; one or two cases of cholera in the city and cantonments.
Jhansi ( " " )	"	Weather warm; wheat ripening; gram and linseed are being cut, about one-fourth of the opium has been gathered; prices stationary; health good.
Meerut ( " 23rd )	"	Weather fine and seasonable; <i>rabi</i> crops ripening and barley harvest commenced; prices show a tendency to rise; health good.
		<i>General Remarks.</i> —Harvest progressing; markets well supplied and prices generally steady; a few cases of cholera reported from Agra.
<b>Punjab—(Mar. 28th)</b>		
Delhi . . . . .	<i>Nil</i>	Health and <i>rabi</i> prospects good; prices slightly rising.
Hissar . . . . .	"	<i>Rabi</i> being cut; health good; prices almost stationary.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Punjab—contd.</b>		
Umballa . . . .	Nil	Health and prospects good; prices stationary.
Jullundur . . . .	"	Health and crop prospects good; prices stationary.
Amritsar . . . .	"	Rain wanted; health and state of crops good; prices slightly rising.
Ferozepore . . . .	"	Health and state of crops good; prices slightly rising.
Lahore . . . .	"	Health good; wheat crops attacked by <i>kungi</i> (rust) and suffering for want of rain; prices stationary.
Rawalpindi . . . .	"	Health and <i>rabi</i> prospects good; prices rising.
Shabpur . . . .	"	Health good; <i>rabi</i> crops in fair condition; prices stationary; rain wanted.
Mooltan . . . .	"	Health and state of crops good; prices almost stationary.
Dera Ismail Khan . . . .	"	Health and prospects good.
Peshawar . . . .	"	Health good; prices rising; rain wanted.
		<i>General Remarks.</i> —Rain wanted in Lahore, Amritsar, Shabpur, and Peshawar districts; health and prospects good, except in Lahore district where wheat crops attacked by <i>kungi</i> (rust) and suffering for want of rain; prices rising in Delhi, Ferozepore, Amritsar, Rawalpindi, and Peshawar, and stationary elsewhere.
<b>Central Provinces— (March 25th)</b>		
Nagpur . . . .	1.36	Weather cool; <i>rabi</i> harvested; smallpox, fever, and cattle-disease prevalent; prices steady.
Jubbulpore . . . .	Nil	Weather cloudy at times but cool; reaping in progress; wheat has suffered in places from <i>girma</i> ; health good; wheat 26 and rice 16 seers per rupee.
Saugor (March 24th)	"	Weather cloudy in early part of the week; <i>rabi</i> harvest commenced; crops favourable; health good; prices easy.
Seoni . . . .	.25	Weather stormy and unsettled; reaping of <i>rabi</i> progressing; smallpox and cattle-disease abated; prices steady.
Hoshangabad . . . .	Nil	Weather seasonable; <i>rabi</i> harvest in progress; fever in Hoshangabad taleil; wheat 26 and rice 13 seers per rupee.
Khandwa . . . .	"	Weather hot and occasionally cloudy; 11 cholera cases, 6 deaths, and 2 cases of smallpox; prices steady.
Raipur . . . .	.37	Strong winds with thunder and hail on two or three days; crops lying in fields slightly damaged; <i>rabi</i> threshing still progressing; cattle-disease in places; prices stationary.
Sambalpur (March 21st)	Nil	Weather cloudy and warm; sugarcane-sowing in progress; cholera in some places; common rice 31 seers per rupee.
		<i>General Remarks.</i> —The weather has been stormy, especially in the south-east of the provinces, where heavy rain and some hail have fallen. The crops had been almost all cut previously and the damage which has resulted is not believed to be of importance.
<b>British Burma— (March 25th)</b>		
Akyab (Mar. 21st)	Nil	Slight cholera and smallpox in town, otherwise public health good; slight cattle-disease in 1 township; price of paddy Rs. 60 per 100 baskets.
Bassein ( " " )	"	Slight cholera and smallpox, otherwise public health good; price of paddy Rs. 78 per 100 baskets.
Rangoon ( " " )	"	Public health good; price of paddy Rs. 75 to 76 per 100 baskets.
Amherst (Moulmein).	"	Public health good; cattle healthy; price of paddy Rs. 70 per 100 baskets.
Tavoy ( " " )	"	Public health and health of cattle good; price of paddy Rs. 55 per 100 baskets.
Pegu ( " " )	"	Public health good; cattle healthy; price of paddy Rs. 60 to 65 per 100 baskets.
Henzada ( " " )	"	Smallpox in 1 township and slight cholera in another, otherwise public health good; cattle healthy; price of paddy Rs. 59 to 68 per 100 baskets.
Prome ( " " )	"	Slight cholera in town and district; cattle healthy; price of paddy Rs. 65 per 100 baskets.
Toungoo ( " " )	"	Public health and health of cattle good; price of paddy Rs. 65 per 100 baskets.
Thayetmayo ( " " )	"	Smallpox prevalent in town and 1 circle; price of paddy Rs. 75 per 100 baskets.
		<i>General Remarks.</i> —Cholera and smallpox in several districts but no where serious; a little cattle-disease in one or two places, otherwise health of province satisfactory.
<b>Assam—(March 25th)</b>		
Gauhati . . . .	No rain during the week ending 24th instant.	Weather hot and dry; some cases of smallpox reported from Barpeta; cutting and crushing of sugarcane nearly finished; <i>aus</i> being sown, but rain much wanted; public health good.
Sylhet . . . .	0.16	Crop prospects favourable; rain wanted for tea and cold-weather crops on the ground; cholera and smallpox in parts of the district.
Cachar . . . .	Nil	Weather warm; no crop on the ground; common rice 16½ seers per rupee; general health good; one death from cholera reported from Sadr.
Dibrugarh . . . .	"	Weather seasonable; sowing of <i>ahu dhan</i> commenced; sugarcane being crushed; scarcity of rice in three mauzabs of North Lakhimpur sub-division; public health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Mysore and Coorg— (March 25th)</b>		
Bangalore . . . . .	About 1 inch of rain fell generally on 23rd throughout the State.	Water and fodder generally scarce; cattle in poor condition; prospects reported improving in Kolar; public health fair; cholera prevails in parts, but area affected limited; prices stationary.
Marsora . . . . .	1.30	Paddy crop thriving; prices of coffee and also of food grains risen.
<b>Berar &amp; Hyderabad— (March 25th)</b>		
Amraoti . . . . .	Nil	Weather warm; rabi threshing in progress; wheat 23 and jowari 26 seers per rupee.
Ahola . . . . .	"	Weather getting warm; reaping of rabi crops progressing; prospects good.
<b>Central India States— (March 25th)</b>		
Indore . . . . .	Nil	Weather normal; health good; prices steady; agricultural prospects favourable.
Morar (Gwalior) . . . . .	"	Health and prospects good; weather hot during the day.
Etahn . . . . .	"	Weather seasonable; health and prospects good.
Keemuch . . . . .	"	Weather hot; collection of opium continues; a few cases of measles; health otherwise good.
Goona . . . . .	"	Weather seasonable; health and prospects good.
Agar . . . . .	"	Health good; wheat and opium prospects satisfactory.
Sehore . . . . .	Slight rain	Weather cloudy; opium crop injured; but other crops good; health good.
Nowgong . . . . .	Nil	Rabi crops are being reaped; weather seasonably hot; health good; prices stationary.
Manpur . . . . .	"	Prospects good; opium collection completed and yield good; rabi crops harvested; weather getting hot; health good; prices steady.
<b>Rajputana— (March 25th)</b>		
Abu . . . . . (Mar. 25th)	Nil	Weather suitable.
Sirohi . . . . . ( " 22nd)	"	Tanks dry; wells and health good; crops being cut; temperature rising.
Marwar . . . . . ( " 20th)	"	Two months' water in Jodhpur City tanks; health good; rabi almost ripe for reaping; weather partially cloudy; temperature higher; prices falling.
Haroti . . . . . ( " 21st)	"	Weather seasonable; crops being cut; measles in Tonk; elsewhere health good; prices falling.
Jhallawar . . . . . ( " 20th)	"	Harm to opium reported in parts from recent cloudy weather and appearance of insects; health good.
Ajmere . . . . . ( " 24th)	"	A few cases of smallpox in districts; rabi crops being cut; weather getting warm; health good.
Jaypore . . . . . ( " " )	"	Harvesting in progress; prospects favourable; prices steady; health good.
Ulwar . . . . . ( " " )	"	Crops being cut; health good; prices steady.

E. C. BUCK,  
Secretary to the Govt. of India.



# SUPPLEMENT TO The Gazette of India.

N<sup>o</sup> 14 { CALCUTTA, SATURDAY, APRIL 4, 1885.

## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of six Rupees per annum if delivered in Calcutta, or nine Rupees if sent by Post.*

*No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

### GOVERNMENT OF INDIA. LEGISLATIVE DEPARTMENT.

#### ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING LAWS AND REGULATIONS UNDER THE PROVISIONS OF THE ACT OF PARLIAMENT 24 & 25 VIC., CAP. 67.

The Council met at Government House on Wednesday, the 4th March, 1885.

#### PRESENT:

His Excellency the Viceroy and Governor General of India, K.P., G.C.B.,  
G.C.M.G., G.M.S.I., G.M.I.E., P.C., *presiding.*

His Honour the Lieutenant-Governor of Bengal, K.C.S.I., C.I.E.

His Excellency the Commander-in-Chief, G.C.B., C.I.E.

The Hon'ble J. Gibbs, C.S.I., C.I.E.

Lieutenant-General the Hon'ble T. F. Wilson, C.B., C.I.E.

The Hon'ble C. P. Ilbert, C.I.E.

The Hon'ble Sir S. C. Bayley, K.C.S.I., C.I.E.

The Hon'ble T. C. Hope, C.S.I., C.I.E.

The Hon'ble T. M. Gibbon, C.I.E.

The Hon'ble R. Miller.

The Hon'ble Amír Ali.

The Hon'ble W. W. Hunter, LL.D., C.S.I., C.I.E.

The Hon'ble H. J. Reynolds.

The Hon'ble Rao Sahib Vishvanatha Narayan Mandlik, C.S.I.

The Hon'ble Peári Mohan Mukerji.

The Hon'ble H. St.A. Goodrich.

The Hon'ble G. H. P. Evans.

The Hon'ble Maharájá Luchmessur Singh, Bahádur, of Durbhunga.

The Hon'ble J. W. Quinton.

#### BENGAL TENANCY BILL.

The adjourned debate on the Bill was resumed this day.

The Hon'ble the MAHÁRÁJÁ OF DURBHUNGA said:—"The Council will perhaps permit me to make one or two general observations upon the amendments



which stand in my name. I have determined to withdraw a very considerable number, because I am unwilling to take up the time of the Council in urging amendments which I see from the course that the debate has taken would have very little chance of being accepted. The remaining amendments are, I think, reasonable ones, and such as I may fairly hope this Council to accept. The Bill, as Your Lordship is aware, has made very serious inroads on the rights and privileges of the zamíndárs. A very general but most erroneous impression prevails that the Select Committee have made great concessions to the zamíndárs. The zamíndárs are certainly indebted to the Select Committee for resisting certain novel proposals, which, as the hon'ble member in charge of the Bill has told us, were urged with all the authority and ability of the Government of Bengal. But it is difficult to understand how the successful resistance of these proposals can be considered as concessions to the zamíndárs. There is hardly a clause of the Bill which does not change the law to their disfavour. Now the object of my amendments is not to ask for concessions to the zamíndárs, but to maintain the existing law as it stands at present. Those who advocate change are bound to show the necessity of the proposed innovation. Where serious alterations have been made in the existing law, and where these alterations could only be carried in the Select Committee by a narrow majority, this Council ought, I conceive, to reject such alterations, unless their necessity is clearly and conclusively shown. I hope therefore that the Council will give to me a fair and impartial consideration, and that, as moderate men, you will vote for the maintenance of the existing law, unless you are satisfied of the absolute necessity for innovation."

The Hon'ble the MAHÁRÁJÁ OF DURBHUNGA then by leave withdrew the following amendments:—

That in line 1 of section 1, clause (2), of the Bill, after the words "on such date" the words and figures "after June, 1885" be added.

That in line 5 of clause (3) of the same section, for the words "Town of Calcutta" the words "limits of any Municipality" be substituted.

That in the same clause, after the words "the Division of Orissa" the words "the Division of Bhagulpore" be added.

That in the same clause the words "the Division of Chittagong" be added.

That in the same clause the words "the Division of Dacca" be added.

That in the same clause the words "the Division of Rajshahye" be added.

That in the same clause the words "the Presidency Division" be added.

That in lines 8 to 12 of the same clause the words "and the Local Government" to the end be omitted.

That to the same clause the following proviso be added:—

"Provided that, in case the greater portion of an estate is situated in a tract to which this Act does not apply, the whole of such an estate will be deemed for the purposes of this Act to be included within such excluded tract."

The Hon'ble the MAHÁRÁJÁ OF DURBHUNGA moved that to clause (3), section 1, the following further proviso be added:— "Provided that this Act shall apply only to land which is the subject of agricultural or horticultural cultivation, or is used for purposes incidental thereto." He said:—

"MY LORD,—The entire justification for this measure of legislation, it may be granted, has been the supposed necessity of strengthening the position of the cultivator. The Act now in force, Act VIII of 1869 (B. C.), and its predecessor, Act X of 1859, which we now seek to supersede, did only apply to land which was the subject of agricultural or horticultural cultivation, or was used for purposes incidental thereto. If hon'ble members will turn to Bábú Jogendra Nath Maullik's edition of Act VIII of 1869 (B. C.), they will find the following proposition established by the decisions of the High

Court, namely, that Act X was not intended to apply to any land except land of which the main object was cultivation; that the occupation intended to be protected thereby was occupation of land considered as the subject of agricultural or horticultural cultivation and used for purposes incidental thereto, such as for the site of the homestead, the raiyat or *mali's* dwelling-house. It did not include occupation, the main object of which was the dwelling-house itself, and where the cultivation of the soil, if any there were, was entirely subordinate to that; that lands leased for the purpose of building a house or a church were not the subject of the legislation of the Act of 1859, and therefore no right of occupancy could be acquired thereunder in such holdings; that no right of occupancy could be acquired in a *julkur* by a tenant in possession for a series of years; that the provisions of that law did not apply to a tank used only for the preservation and rearing of fish; that a right of occupancy was not acquired in a tank when a tank was the principal subject of the lease, and only so much land passed with the tank as was necessary for it, namely, for the banks; but where the land was let for cultivation, and there was a tank upon it, the tank would go with the land, and if there was a right of occupancy in the land, there would be a right of occupancy in the tank as appurtenant thereto. I submit, my Lord, that my amendment fairly summarises the result of all these decisions, and should therefore be accepted as a re-enactment of the present law. In the Digest, Mr. Field attained the same goal by the following definition of the term 'land':—

'Land, when applied to land cultivated or held by a raiyat, means land used or to be used for agricultural or horticultural purposes. *Explanation*.—*Bastu*, or homestead land, is land used for agricultural purposes when it is occupied by a raiyat if the rent of such *bastu* land is payable to the same landlord under whom such raiyat holds his cultivated land.'

"It is true, as has been observed by the Hon'ble Law Member, that the chapter treating of leases in the Transfer of Property Act of 1882 applies to all leases excepting leases for agricultural purposes, but the language of the 117th section of that Act is very peculiar:—

'None of the provisions of this chapter apply to leases for agricultural purposes, except in so far as the Local Government, with the previous sanction of the Governor General in Council, may, by notification published in the local official *Gazette*, declare all or any of such provisions to be so applicable, together with, or subject to, those of the local law, if any, for the time being in force. Such notification shall not take effect until after the expiry of six months from the date of its publication.'

"My Lord, I am unwilling to allow a matter of such importance to be at the mercy of notifications in the Gazette, and I would, therefore, ask this Hon'ble Council to re-enact the provisions of the present law. I had already, in suggesting a previous amendment, gone some way into the question. To a certain extent they overlay each other. The previous amendment which I had intended to move was to save all lands within the municipal limit from the operation of this Act, irrespective of the object of the occupation. The object of the present amendment is to exclude all land in non-agricultural occupation, wherever situate, from the operation of this law. In the majority of instances the result would be the same, for the principal object of holding within municipal limits is not agriculture or horticulture, and similarly, on the other hand, in the open country the majority of holdings are agricultural. But in either case the change would be a fair recognition of a part of the existing law in favour of landlords, which I do not think has been the object of serious complaint, which professedly is outside the scope of the present legislation, and to which the principal reasons assigned in favour of this legislation are wholly inapplicable. I am glad to find that this was a subject which drew the attention of our hon'ble Colleague, Mr. Goodrich, in the course of the debate upon the motion of the hon'ble member in charge to take this Bill into consideration; and I have no doubt that on a little reflection this amendment will commend itself to the approval of your Lordship and of the other members of this Hon'ble Council. We are legislating now, be it remembered, for the cultivators of the soil, and not for the labourers of towns, who have no interest in land, and by the custom of the country as much as by the laws of political economy the owner of land in the midst of urban populations, as

well as the proprietor of land used for non-agricultural purposes, had made what terms he chose with the occupants under him without at all entailing those risks of administrative difficulty which we are told justify this new departure from the ancient custom and land law of the country passing by the name of the Bengal Tenancy Bill."

The Hon'ble BĀBŪ PEĀRĪ MOHAN MUKERJĪ said :—"I beg to support the amendment which has been just made. I think that it is in the interest of the whole country that a law which is intended to simplify and regulate the relations between landlords and tenants should be confined solely to lands which are held for agricultural or horticultural purposes. The Council will be pleased to observe that both Acts X of 1859 and VIII of 1869 extended to the whole of the territories under the Lieutenant-Governor of Bengal, and yet nevertheless the High Court has repeatedly held, both in Full Bench and in Divisional Benches, that neither of these laws extend to municipalities. That being so, I submit it is very desirable that the proposed law should not concern itself with lands which are held simply for dwelling-houses, or for purposes of manufactories, hāts or markets, and not for agricultural and horticultural purposes."

The Hon'ble MR. REYNOLDS said :—"I cannot support the amendment, because it seems to me to go much further than is justified by the existing law or the facts of the case, and because I think that if it is carried it will have the result of nullifying, in a great measure, the Bill now before the Council. The question of the use of land for agricultural or horticultural purposes was discussed with much learning by Mr. Justice Field in his note appended to the Report of the Rent Law Commission, dated 29th December 1879, and the Commission which discussed the matter were very guarded in the language they used. They said in paragraph 11 of their Report that 'certain portions of Act X have been construed to apply only to lands used for agricultural or horticultural purposes. Whether the remaining portions are limited in their application is a broad question which has never been settled.' And they went on to say that 'it has never been doubted that the rents of tenures are recoverable under these Acts (X of 1859 and VIII of 1869), and these commonly include much more than land used for agricultural purposes.' And consequently the Rent Law Commission in their draft Bill introduced a special definition of 'land' which they extended to certain portions of the Bill, with reference to land other than agricultural or horticultural. It has been said that there are certain decisions of the High Court showing that Act X of 1859 did not apply to non-agricultural lands. With reference to this, it must be remembered that Act X of 1859 was not substantive law, but merely a Procedure Act. But there is a further objection which goes to the root of the question, and that is, that if the amendment were carried it would have the effect of excluding from the operation of the Bill not merely all waste lands, but all lands not actually under cultivation at the time the question might be raised. It would leave it open to a landlord to contend that a raiyat's right of occupancy did not extend to those lands of his holding which were not actually under cultivation at the time. It is, in my opinion, better for the Council to leave the question to be decided by the Courts."

The Hon'ble MR. AMĪR ALĪ said :—"I would have been inclined to support the amendment if it had been differently worded, but, as has been pointed out by the Hon'ble Mr. Reynolds, if the amendment is carried it will exclude from the operation of the Act such lands as are used for the time being for grazing or pasturing purposes, and waste lands let to a raiyat with other lands for purposes of cultivation. Of course, I perfectly understand the reason which induced the Hon'ble the Mahārājā of Darbhanga, and the Hon'ble BĀBŪ PEĀRĪ MOHAN MUKERJĪ, to endeavour to exclude from the operation of the Bill such lands as were used for manufactories and building purposes. By allowing the section, however, to remain as it is, we avoid greater risks than those the amendment proposes to cover. If any difficulty arises in its practical application, the question will have to be viewed on the broad basis of expediency."

I think the amendment will give rise to difficulties unless the wording is sufficiently widened to include other lands besides those used for agricultural and horticultural purposes."

The Hon'ble SIR STEUART BAYLEY said:—"The Council has to deal with this amendment as it stands. The Hon'ble Mr. Reynolds has pointed out that it will have the effect of limiting the raiyat's right of occupancy, as he would thereby lose the right as to all waste lands and lands not used for agricultural and horticultural purposes. I may point out also that the effect would be to remove from the scope of the Bill, which deals with tenures generally, all such parts of a tenure as may be used momentarily for other purposes than agriculture or horticulture. It is much safer to trust to the Courts to apply the law to these cases. I therefore entirely support the Hon'ble Mr. Reynolds' objection."

The amendment was put and negatived.

The Hon'ble the MAHARAJA OF DURGHA by leave withdrew the following amendments:—

That for clause (7) of section 3 of the Bill the following be substituted:—  
" 'Tenure' means the interest of a person holding immediately or mediately under a proprietor and above a raiyat."

That in line 2 of clause (16) of the same section, after the words "any other officer" the words "of not less than ten years' standing" be added.

That in line 2 of clause (17) of the same section, after the words "any officer" the words "of not less than ten years' standing" be added.

The Hon'ble BABU PEARI MOHAN MUKERJI moved that sub-section (5) of section 5 be omitted. He said:—

"The sub-section runs thus:—

'Where the area held by a tenant exceeds 100 standard bighas, the tenant shall be presumed to be a tenure-holder until the contrary is shown.'

"Hon'ble members are aware that the practice of exchanging written engagements between the tenant and his landlord did not heretofore obtain in these provinces to a large extent. The result of the presumption would, therefore, be in most cases to convert raiyats holding more than 100 bighas of land into tenure-holders. By the operation of the rules of succession the country would soon be presented with the spectacle of tenure-holders possessing only 15 or 20 bighas of land, and following their own ploughs in the fields. But other and more serious consequences would also follow such a conversion. Before the question, whether a man is a raiyat or tenure-holder, is judicially determined, the status and rights of his sub-raiyats would remain in great uncertainty, and the Courts would find the greatest difficulty in determining what provisions of the law would apply to cases of ejectment or enhancement of rent instituted by him; whether, for instance, his sub-raiyats should be treated simply as sub-raiyats or as occupancy-raiyats. In every such suit the Court must bring in the zamindar as a party, and decide the preliminary question before it can proceed with the actual merits of the case. Great difficulty would also arise in determining the rights of parties. When a zamindar wishes to make an improvement which embraces the lands of such a raiyat along with the lands of other raiyats, would the tenure-holder *in posse* be entitled to claim to make the improvement himself? The Bill provides for no such case. The same complications will arise when such a raiyat wants to establish a mart or make manufactories on his land. Viewed in whatever light, it is clear that this rule of presumption would lead to enormous litigation."

The Hon'ble SIR STEUART BAYLEY said:—"I must point out to the Council that the effect of the presumption has been greatly misapprehended by the last speaker. It is not the case that its effect would be to convert raiyats holding



more than 100 bighás into tenure-holders. Apparently what he objects to really is not the presumption but the attempt to assist the Courts in deciding whether a man is a tenure-holder or a raiyat at all. The question at issue in the first instance is whether a man is a raiyat or a tenure-holder: well, all that he said about the landlord being dragged into Court depends upon the uncertainty the Court would feel as to whether a man is a tenure-holder or a raiyat. If you cut out this presumption the uncertainty remains; the landlord would be just as much dragged into Court as before. Consequently the retention of this presumption would make no difference, so far as the necessity of the landlord being a party to the suit was concerned. There was, however, a real reason for the presumption, and it was this. The question has constantly to be decided both by Courts and by Settlement-officers whether a man is a raiyat or a tenure-holder. Now, we do not absolutely define a tenure-holder, but we describe him as a person primarily who has acquired from a proprietor or from another tenure-holder a right to hold land for the purpose of collecting rents, or bringing it under cultivation by establishing tenants on it, and we describe a raiyat as primarily a person who has acquired a right to hold land for the purpose of cultivating it himself. The first thing then which the Court has to do is to ascertain whether a man is a tenure-holder or a raiyat. If the land was given for the purpose of collecting rents, then he is a tenure-holder. We tell the Courts the first thing they are to look to is local custom, but local custom may not always be sufficient to guide them, and then they have to ascertain what was the original object of the tenancy. There is still some difficulty, and it is one which experienced officers tell us it is essential the Courts should be able to decide. Well, in that case we fall back on the arbitrary presumption derived from the area of the holding. It will, I suppose, be admitted that in nine cases out of ten, where a man takes 100 bighás of land, he cultivates it through others, and only cultivates a small portion of it directly. The general consensus of opinion is that the standard is more than fair. Having thus explained how the presumption will work, I would ask the Council to consider how far it is reasonable to say that it would convert every raiyat into a tenure-holder. It will do nothing of the kind. It will in cases of real doubt give the Courts that assistance of a presumption which has already been decided by the High Court to be in principle a presumption by which the Courts should be guided. It will not really go beyond this. Then there is a point made in the dissent of the Hon'ble Mr. Gibbon that we ought to include sub-letting in the presumption. The difficulty is this, that if a man sub-lets only one or two bighás of land out of 100 bighás, that has no bearing on the original question the Court has to look to. Unquestionably if he sub-lets a large portion of his holding, then the Court will take this as an indication of the probability that he got it for the purpose of sub-letting; but this points not to basing the presumption on some portion, however small, of the holding being sub-let, but rather to drawing an arbitrary line and basing it on the sub-letting of a half, a quarter, or three-quarters of the holding. This the Select Committee objected to as improper in itself, and as introducing an element into the litigation which is particularly difficult to prove. Leaving the presumption as it is, based on area alone, we thought the Courts would always be able to take the facts into consideration. On the contrary, if you clog it with the condition that there must be an arbitrary proportion of area which must be sub-let, you put the Court into the difficult position of finding out exactly what proportion is sub-let, and this is not easy to prove, while it is on the other hand a condition which the raiyat can very easily evade. I therefore hope the Council will see their way to uphold the section as it stands."

The Hon'ble MR. EVANS said:—"I agree with the hon'ble member in charge of the Bill. The question whether a man is a tenure-holder or a raiyat is often very difficult to decide owing to the difficulty of obtaining proof as to the original conditions of the tenure or holding when it is ancient. It being a matter of fact—so far as we can ascertain—that the majority of persons holding over 100 bighás are tenure-holders, it was thought right by the majority of the Select Committee to lay down a rule for the guidance of the Courts in cases in which no satisfactory evidence was forthcoming as to the



nature of the tenure or holding. That rule is that, until evidence to the contrary is given, every holder of over 100 bighás shall be treated as a tenure-holder. But if it is the interest of either party to rebut this presumption, they are at full liberty to do so. The section has no further effect than this and is I think useful and fair.

The Hon'ble MR. REYNOLDS said :—" I wish to add my testimony to what has fallen from the hon'ble member in charge of the Bill. Speaking as a member of the Board of Revenue, I can say from my experience that no question has been more unsettled and has given more trouble than the question of whether a tenant is a tenure-holder or a raiyat, and in reference to this class of cases the law would give some sort of guidance in coming to a conclusion."

The Hon'ble MR. GIBBON said :—" I will support the amendment, although I cannot agree with the reasons adduced by the hon'ble mover in support of the motion. In fact, I think the answer given by the hon'ble member in charge of the Bill is absolutely correct as far as it goes. But at the same time I cannot agree with the hon'ble mover in his view of the probable effect put on the section. I agree to the amendment of the section, because it is absolutely wrong in principle and contrary to fact. Under the Bill a tenure-holder means primarily a person who has acquired land for the purposes of collecting rents or bringing it under cultivation by establishing tenants on it: a raiyat means primarily a person who has acquired land for the purpose of cultivating it himself or by members of his family or by hired servants.

"The question as to whether a tenant is a tenure-holder or a raiyat is one which depends not on the area of the holding but on the conditions and purport for which it was acquired. There are many tenures of less than 100 bighás, and many occupancy-holdings of over 100 bighás. A dispute may arise as to whether a tenant is a tenure-holder or occupancy-raiyat, between a proprietor and tenant, between a tenure-holder and occupancy-raiyat, and between an occupancy-raiyat and his sub-tenant.

"It may at one time be to the interest of the tenure-holder, with a view to obtain a permanent tenancy, to declare himself to be a raiyat; it may be to the interest of an occupancy-raiyat to attempt to acquire the position of a tenure-holder. When deciding whether a tenant is a tenure-holder or occupancy-raiyat the Court will have to consider the object for which the tenant acquired the holding. If the presumption is to hold good, if holdings of more than 100 standard bighás are to be presumed to be tenures until the contrary is proved, it will also be presumed that holdings of under 100 standard bighás are occupancy-holdings. It should be remembered that a sub-raiyat cannot acquire occupancy-rights in the land, and the effect of this presumption will be that tenants holding land on tenures of under 100 bighás will have to prove their right to hold as occupancy-tenants by first proving the conditions under which their landlord acquired his title—an impossibility.

"In many districts the local measurement varies—every tuppa, every village has its own measuring rod. Take for instance my district; in some parts it is three standard bighás to the local bighá, in some parts ten. The consequence will be that until a preliminary investigation is held and it is decided whether the holding is over or under 100 standard bighás no case can proceed.

"The sub-section is wrong in assumption and contrary to fact; it will retard suits instead of assisting the Courts; it will not assist a single person to set up a valid title; it may induce many to claim rights they do not possess. It will induce many to do wrong; no one to any good."

HIS HONOUR THE LIEUTENANT-GOVERNOR said :—" The question before the Council is as to the presumption as to the status of a tenure-holder from the area of his holding. It is one which has been the subject of much discussion, and though I don't mean to go over the whole subject in reference to what has been written or considered before, I would point out that there is a general consensus of opinion in favour of the adoption of the proposal contained in the

**Bill.** It may be noticed that in the view of several authorities, whose opinions deserve respect, the 100 bighás is thought too high a limit; while again there are many excellent authorities, both executive and judicial, who contend that the presumption should be changed into an absolute rule, not be a matter of presumption. The Select Committee, however, prefer to adopt the proposal of presumption, and I need not add anything to the arguments of hon'ble learned members of this Council, who from their experience in our law courts are in the best position to say that the section as it appears in the Bill will facilitate the judicial decision of the difficult question, which often arises, whether a holder of land is a tenure-holder or a miyat. I have not been able to follow the arguments of the Hon'ble Mr. Gibbon, because I was not able to hear all that he said. But on one point, as to the uncertainty attending the ascertainment of the quantity of land held by an individual owing to the system of measurement differing in almost every village, I would point out that the rule laid down by the Bill is that the land shall be measured by the standard bighá; therefore, that argument would not hold good. I shall certainly oppose the amendment and support the section as it stands."

The amendment was put and negatived.

The Hon'ble Mr. GIBBON by leave withdrew the amendment that section 5, sub-section (5), of the Bill be omitted.

The Hon'ble THE MAHARAJA OF DURBHUNGA by leave withdrew the amendment that Chapter III be omitted.

The Hon'ble BÁHÚ PRÁRI MOHAN MUKERJI moved that section 8 be omitted. He said:—"This section gives the Court power to direct that the enhanced rent, instead of coming into operation at once, shall increase yearly by degrees until the amount decreed has been reached. When a Court on the evidence before it considers that a tenant is bound to pay rent at a certain figure to his landlord, I do not see what circumstances it would take into account for ordering progressive enhancement. The provision deprives the landlord of a portion of what the Court has judicially found to be his just due, and it is, therefore, wholly indefensible. I shall read to the Council the remarks made on it by Lord Bramwell:—

'Now, what consideration would influence the Court I do not know. Whether, if the tenant had got half-a-dozen children, it would be a hardship upon him to have his rent suddenly enhanced, I do not know. I do not see how that can be taken into account, or, indeed, what could be taken into account really under such a clause as that.'"

The Hon'ble MR. EVANS said:—"I think there are certain cases in which it is desirable to give the Courts this discretion, but I don't think they ought to exercise it generally. Where from the peculiar circumstances of the case an enhancement of from 100 to 400 per cent. is decreed, it is very desirable that the Courts should exercise this discretion so as to enable the tenant to adapt himself to so complete an alteration of his circumstances and to avoid immediate ruin."

The Hon'ble MR. REYNOLDS said:—"I think this section makes a very reasonable provision; it was a recommendation of the Rent Commission, who introduced it into their Bill; and there are special reasons for retaining it with reference to tenures, because, although it is practically uncommon that the rent of a tenure is enhanced, yet when it is enhanced it is a common thing to enhance it very largely. In a case referred to in the report of the Dacca Conference, the rent of a tenure-holder was enhanced from Rs. 1,326 to Rs. 5,062 at one stroke, and it seems equitable to give the Courts a discretion to declare that the enhancement should be spread over several years."

The Hon'ble MR. AMÍR ALÍ said:—"I will support the retention of the provision in the Bill for the same reason that I supported it in Select Committee. From some experience which I have had of tenure-holders in Eastern Bengal, I think this provision will be of the greatest boon to them. As has been already

remarked, the rents of these tenure-holders have often been enhanced in such a way as to cause a great deal of hardship, and the absence of any discretionary power in the Courts has been much felt in reference to these cases. A merely discretionary power reserved to the Courts can hardly injure the zamindár."

The Hon'ble SIR STEUART BAYLEY said :—" I wish to say a few words in support of the objection taken by the Hon'ble Mr. Reynolds to this amendment. He has explained that it is wanted in behalf of tenure-holders. But the hon'ble mover of the amendment has supported it on the principle laid down by Lord Bramwell. If Lord Bramwell had experience of rent-suits, he might perhaps have understood the reason for such a provision. He would have known that the principle was one which was admitted in the enhancement of revenue in temporarily-settled estates by the Government. And the reason of it is simply this, that although a man might hold land at a low rate for some time, yet when his rent was enhanced it was not in the interest of the Government or the proprietor to reduce that man's means of subsistence—that what he had to spare from the means for the support of his family was the amount of money he had been in the habit of giving to the cultivation of the holding. If the whole of the enhanced rent was demanded at once, the chances were that his cultivation would be injured, that he would have to sell his bullocks and to reduce his capital. It is not desirable therefore to reduce his agricultural resources too suddenly. That is the meaning of the section, and that is why I ask the Council to support its retention."

The amendment was put and negatived.

The Hon'ble the MAHARAJA OF DURBHUNGA moved that section 9 of the Bill be omitted.

The Hon'ble BĀBŪ PRĀRI MOHAN MUKERJI moved by way of amendment that the word "ten" be substituted for the word "fifteen" in section 9. He said :—"The minimum period during which an enhanced rent should obtain currency was fixed at 10 years in the draft Bill of the Rent Commission, in the Hon'ble Mr. Reynolds' Bill, in the Bill which was finally submitted by the Government of Bengal to the Government of India, and also in the Bill which was introduced in this Hon'ble Council in March, 1883. The change from 10 to 15 years was made for the first time by the Select Committee last year. Considering the rapid progress the country is making, and the prospect of a steady rise in the price of agricultural produce, the change is wholly indefensible. Whenever there is a rise in prices, not temporary or casual, the landholder is entitled to an enhanced rent, that is, to such rent as would represent the changed value of money, and it would be depriving him of his just dues if an arbitrary limit be imposed on his right to get that rent. For the purpose of preventing frequent repetitions of claims for enhancement of rent, it would be enough if it be provided, as was done in the original Bill, that a rent once enhanced shall not be again enhanced within 10 years of the previous enhancement. But as a matter of fact grounds for enhancements not unfrequently arise at shorter intervals. I find this clearly recognised in a rule regarding settlements issued by the Board of Revenue under the authority of the Government of Bengal. With your Lordship's permission I shall read to the Council the rule in question :—

'Where, however, a settlement has fallen in, or is likely to fall in, before arrangements for a fresh settlement are or can be completed, the Collector should, if the estate belong to an individual, ordinarily settle it summarily year by year, securing in the engagements any increase of revenue which the extension of cultivation or other enhancement of assets, ascertained by summary enquiry, may seem to justify. If the estate be the property of Government, it should, as a rule, be taken under khās management.'

"But whatever might be the rule as regards settlements made by Government, I think private proprietors should not grumble if the 10 years' restriction be imposed in cases of enhancement for rise in price of produce."

The Hon'ble MR. REYNOLDS said :—"The question raised by the amendment seems to be merely a question of substituting 10 for 15 years. I suppose

it will be admitted that we ought to have the same rule for tenure-holders and for raiyats, because, as the tenure-holder has to a certain extent to depend on the rent he realises from the raiyats, it seems naturally to follow that his rent should not be increased at more frequent intervals than he can increase the rents of his raiyats; and the Select Committee agreed that the term of 15 years, which is only half the term recommended by the Famine Commissioners in their report, should be applied to tenure-holders. But with regard to what the hon'ble mover of the amendment said as to the practice of the Government, and the instructions contained in the Board's rules, in respect to the settlement of Government estates, I wish to represent that the passage the hon'ble member quoted simply referred to purely temporary arrangements which might be made at the end of the expiry of one settlement and until a fresh settlement has been concluded. The rule provides that in such cases a summary settlement should be made year by year, because we hope every year to make a final arrangement; and there is nothing unfair in saying that such a summary settlement is not to be made on the old jamá but on the increased cultivation and profits. But the regular term of settlement in Government estates is for 30 years; so that, if the hon'ble member relies on the precedent of Government action in the matter, his contention is not supported. I think the section should be allowed to stand as it is."

The Hon'ble Mr. GIBBON said:—"I support the motion on the ground that there is no necessity for it in this chapter of the Bill. But at the same time I consider that if any provision of the kind is necessary, the term should be increased rather than decreased. But it is not necessary in this chapter, and imports an arbitrary limit. As far as I can see, a tenure-holder can only be enhanced on two grounds—where the rent of the tenure is below the customary rate payable by persons holding similar tenures in the vicinity, and, where no such customary rate exists, up to such limit as the Court thinks fair and equitable. Therefore, if a tenure is once enhanced, it can only be again enhanced when the rent is below the rental of other tenures in the neighbourhood or when the Court thinks such enhancement is fair and equitable. It is therefore unnecessary to put any term to the enhancement of the rent of tenures."

His Honour THE LIEUTENANT-GOVERNOR said:—"I don't think any question has received greater consideration at the hands of the Select Committee than this. Recurring demands of the zamíndár for enhanced rents have been the cause of most of the discontent, ill-feeling and litigation which prevails throughout the country; and the adoption of a limit in this chapter has followed the rule which it was thought desirable to declare in the case of the raiyat. There could be no distinction between the two. Fifteen years, as the Hon'ble Mr. Reynolds has pointed out, is just half the term which was recommended by the Famine Commission, whose report has furnished many points for consideration in connection with this Bill. I am glad, however, to find from the testimony of the Hon'ble Mr. Gibbon that, if any alteration is made, it should rather be in the direction of increasing than of reducing the term of years."

The Hon'ble SIR STEUART BAYLEY said:—"I understand the hon'ble the Maharájá of Durbhunga to move that section 9 be omitted, and the Hon'ble Peári Mohan Mukerji to move as an amendment that the period of 15 years provided in the section be reduced to 10 years. I don't therefore understand whether the hon'ble mover of the amendment is supporting the original motion. Speaking of the motion itself, I think it ought to be rejected, because then a landlord may enhance the rent of a tenure-holder every year, and there would be absolutely no check upon him; it would certainly cause the tenure-holder an enormous amount of hardship. Then, as to what the hon'ble mover of the amendment said as to this section having had no place in the first Bill or in the Bill which was introduced in the Council. The real fact is that the section was there, but the period has been altered to fifteen years; and the reason for the alteration in this chapter is a very simple one. The raiyat from whom the tenure-holder receives his rent is protected from enhancement for fifteen years; it would be unjust therefore not to protect the tenure-holder for the



same period. If he cannot enhance his rents more than once in 15 years, then his dues to the superior landlord, which are paid out of these rents, should not be enhanced more frequently. The real question is—What is the proper term of protection for raiyats? It must be the same term for tenure-holders as you give to the raiyats, and when we come to the amendment on that section I shall be prepared to defend the period of fifteen years given to the raiyats. In the meantime I would ask the Council to observe that, as had already been forcibly pointed out, we have taken only half the term recommended by the Famine Commission, namely, the term of thirty years, which prevails in the settlement of Government estates. I therefore oppose both the amendment and the original motion."

The amendment was put and negatived; and the original amendment was by leave withdrawn.

The Hon'ble the MAHARAJA OF DURBHUNGA by leave withdrew the amendment that in lines 4 and 5 of section 10 of the Bill, the words "consistent with the provisions of this Act and" be omitted.

The Hon'ble the MAHARAJA OF DURBHUNGA moved that lines 4 and 5 of section 10 of the Bill be omitted, and the following proviso be added to the section:

"Provided that in case of contracts entered into since the commencement of this Act, a condition should be one consistent with the provisions of this Act."

The Hon'ble SIR STEUART BAYLEY having declared his willingness to accept this amendment, it was put and agreed to.

The Hon'ble the MAHARAJA OF DURBHUNGA moved that section 11 be omitted. He said:—"I think the question of the transferability of a permanent tenure had better be left to local custom in the same manner as with regard to occupancy-holdings."

The Hon'ble MR. REYNOLDS said:—"I do not think the question of the transferability of permanent tenures rests on the same basis as that of occupancy-holdings. The transferability of a permanent tenure is a generally accepted principle. Section 13 of the Bill of the Rent Commission declared that all permanent tenures should be hereditary, devisable and transferable, and in their Report the Commission said that they had merely stated what they believed to be in accordance with the accepted usage of the country. The only case in which a permanent tenure is noticed in the Digest as not being transferable is the case of the ghatwali tenure, and this is covered by section 181 of the Bill. In all other cases the transferability of a permanent tenure is an accepted principle, and I do not see why the Council should not recognize this in the Bill."

The Hon'ble MR. AMIN ALI said:—"Every word which I have said with reference to the expediency of making occupancy-tenures transferable applies with greater force and reason to making permanent tenures transferable. The amendment proposed will have the effect of doing away with the established custom, which exists almost in every district, with reference to every description of tenures. With the exception of the one class of tenures mentioned by the Hon'ble Mr. Reynolds, I do not know of any tenure which is not transferable at present. If this motion is carried, all tenure-holders who at present exercise the right without any question or objection from the zamindar will lose the right altogether. I therefore oppose the motion."

The amendment was put and negatived.

The Hon'ble the MAHARAJA OF DURBHUNGA moved that after section 13 of the Bill the following section be added:—

"The landlord, within sixty days from the service upon him of a notice of sale under section 12 or 13, may notify to the authority issuing the notice his objection that the transfer was against custom or contract, and may institute a suit in the proper Civil Court for obtaining such a declaration."



"The Court passing such a declaration shall, if the plaintiff so ask, pass an order requiring the purchaser to restore possession to vendor on such terms as the Court may consider proper between the contracting parties, and, on the refusal of the vendor to take back possession, his landlord will have the power to enter into possession himself."

He said:—"The object of this motion is to protect existing custom. If it is the custom of tenure-holders to transfer their tenures without the consent of the landlord, this section would not touch that custom in any way."

The Hon'ble MR. REYNOLDS said:—"The first clause of the amendment seems unnecessary and superfluous, because no enactment of the legislature is necessary to enable the landlord to notify his objections and institute a suit in the Civil Court, and the wording of the second clause seems to me to be of a very unusual character. I think it objectionable that, if the vendor refuses to take back the land, the landlord should be allowed to take possession of it himself."

The Hon'ble MR. GIBBON said:—"The amendment is in a shape that I do not approve, but I think it is a valid attempt to rectify an omission in the Bill. The Bill as it was submitted to the Select Committee provided a procedure under which the landlord could dispute the validity of a document submitted to him. But the Bill contains no provision for that whatever. It simply provides that when a transfer has taken place the transferor or transferee should pay, not only the registration fee, but the landlord's fee, and that a copy of the document is to be submitted to the landlord; but it provides no means by which the landlord can dispute the validity of the document. I maintain that under the Bill, if a document is submitted to the landlord, the instant he accepts the fee, whatever he may do afterwards, it will be taken for granted that he has consented to the terms and conditions of the transfer. The Bill gives him no remedy whatever. I object to the registration clauses in the Bill No. II being omitted from this Bill. This proposal is to provide a remedy, to allow the landlord the means of disputing not only the transfer of the holding, but also the terms stated in the document. We were told in Committee, if I understood the matter rightly in Committee, that it is the intention of the Government of Bengal to provide for that in another Bill. But that is not sufficient. What is wanted is to provide some means of allowing the landlord to contest a document of which he does not admit the validity. I do not say I approve of the amendment before the Council. It compels the landlord to take the initiative in every case. This I do not approve of. The Bill No. II allowed him to do so; there is nothing provided for cases in which the landlord refuses to take the fee. Suppose he returns the fee and does not admit the validity of the document; what is to be the result? The words of the amendment do not meet the case. I would like to see the matter considered again by the Government."

The Hon'ble Sir STEUART BAYLEY said:—"I think there is a misapprehension on the part both of the hon'ble mover of the amendment and of the Hon'ble Mr. Gibbon about the effect of this section. The registration which the Bill provides for is the registration of a document, not a registration of title. The registration of a document does not affect the validity in any way whatever of the transfer. If the transfer is valid in itself, well and good; if it is invalid, the registration does not make it valid, or alter its nature in any way; consequently, whatever remedy the landlord would have without this section he would have with it. Whether he acts upon the notice or not is a question quite unconnected with the effect of the registration of the document. He can sue now, and it is quite unnecessary to say that he may sue. Then look at the effect of the second clause of the amendment as it is proposed: it seeks to vest in the Court a discretion to restore the possession of the vendor, and provides that on his refusal the landlord may enter on possession. Can anything be more dangerous as to the effect that might be given to it in collusion between the landlord and the vendor? It will be so dangerous that I do not think the Government can assent to such legislation. But I admit that what the Hon'ble Mr. Gibbon said is true. The landlord should no doubt have some means of objecting to the validity of any transfer before the document effecting the transfer is entered in any register of titles. Provision for the registration

of the owners of permanent tenures will be made in the Bengal Bill. It is a distinct understanding that this will be done, and a provision enabling the landlord to contest the terms of the deed has, I understand, been included in the draft Bill which has been introduced into the Council of the Lieutenant-Governor of Bengal. The Bill before the Council does not provide for the registration of titles, but only for the registration of documents."

The amendment was put and negatived.

The Hon'ble BĀBŪ PEĀRĪ MOHAN MUKERJĪ moved that section 18 be omitted. He said:—"Hon'ble members will see that whatever new rights this section gives to a raiyat holding at a fixed rent or fixed rate of rent are centred in the word 'transfer' in clause (a) of the section, the protection given by clause (b) being identical with the protection given to all occupancy-raiyats by clause (b) of section 25. The question, therefore, is, should a raiyat holding at a fixed rent or fixed rate of rent be allowed the same rights with respect to the transfer of his holding as a permanent tenure-holder? I do not think that the economic considerations which have induced the Select Committee to strike out the provisions for a free sale of occupancy-holdings lose a whit of their force in the case of holdings protected from enhancement. The conditions and social positions of the raiyats are in both cases the same. In many instances the raiyat holding at a non-enhanceable rent is much worse off than his neighbours by reason of his having sub-let his holding, and they will be equally subject to the temptation of borrowing money at usurious rates of interest if their holdings be declared transferable. The very fixity of the rent would be an additional inducement to money-lenders and land-jobbers to get the holdings out of the hands of the raiyats, and the result will be a repetition of the consequences which followed the operation of similar provisions in the Dekkhan and the Sonthal Parganās. Again, regarding this section with section 50, I foresee an abundant crop of litigation which it would give rise to. If the right of free sale had been confined to holdings which are protected from enhancement by judicial decrees or by registered leases, there would have been no uncertainty as to the holdings to which the right would extend; but in the face of the 20 years' rule of presumption all raiyats must claim a right of free sale, unless they wish to forego for ever their right to claim protection under that rule; and the question will not be finally determined except by a regular suit, involving appeals to the superior Courts. In the meantime the rights of the parties would remain uncertain, and the Collector's registers would be encumbered with entries which he would have, perhaps, ultimately to strike out. Litigation is inevitable when a right is made dependent on an uncertain and contingent right; doubly so when such contingent right rests on a rebuttable presumption."

The Hon'ble MR. QUINTON said:—"With reference to the remarks which the hon'ble member has just made, I will merely bring to the recollection of the Council that in the permanently-settled districts in the North-Western Provinces the right to transfer their holdings has been specially conceded by law to the raiyats, and, as far as I know, none of the evil results which have been anticipated to ensue from this section have taken place."

The Hon'ble MR. REYNOLDS said:—"The position of a raiyat holding at a fixed rent is surely different from that of a mere occupancy-raiyat. The Rent Commission were of opinion that the status of a raiyat holding at a fixed rent is more nearly assimilated to that of a tenure-holder, and they provided accordingly in their Bill. It has been said that the reasons why the occupancy-raiyat should not have a right of free transfer apply equally to raiyats holding at fixed rents; but there are some facts which would lead to an opposite conclusion. In discussing the question of the occupancy-raiyat having a right of free transfer much doubt was expressed—in the event of the right being conceded—as to how far he would be likely to make a bad use of the power. But with regard to raiyats holding at fixed rents we have instances of the existence and exercise of an undisputed right of transfer—I speak of the guzāshtadārs of Shahabad—and the result has not been undesirable. It has not worked badly

there either to their interests or the interests of cultivators generally. With regard to the other part of the objection, namely, the uncertainty as to the status of the raiyat, and the difficulty of saying whether a particular tenant is a raiyat at fixed rates or not, that point rather arises on the Hon'ble Mr. Gibbon's amendment than on the amendment before the Council, which proposes to omit the section altogether. Therefore I am certainly not in favour of the present motion."

The Hon'ble MR. HUNTER said:—"I also must oppose the amendment. The argument of the hon'ble mover of the amendment is directed against the right of transferability by tenants holding at a fixed rent. But it appeared to the Select Committee that there was ample evidence to show that the right of transferability now legalised for tenure-holders should also be recognised for occupancy-raiyats. Great difference of opinion existed, however, as to the conditions under which that right should be legalised, for certain classes of such raiyats. But the present section takes the class of raiyats which has the greatest fixity of tenure, and which has held (or has presumably held) their lands since the Permanent Settlement. The evidence clearly shows that this class of raiyats has by custom and as a matter of fact exercised the right of transferability. The custom is now firmly established in Bengal, and I think the Bill does wisely in recognising and giving legal validity to the custom. From what has fallen from the Hon'ble Mr. Quinton it would also appear that the custom is established in the North-Western Provinces, and that it has been legalised in that part of India without any evil consequences."

The Hon'ble MR. AMÍR ALÍ said:—"The arguments put forward by the Hon'ble Bábu Peári Mohan Mukerji to withdraw the right of transferability from raiyats holding at fixed rates seem to establish the expediency of granting the right to all classes of occupancy-raiyats. I shall urge in detail the grounds on which I ask for the extension of the right to occupancy-raiyats in general when I move my own amendment. I would only remark at this stage that practical experience furnishes a complete answer to the theories of my hon'ble friend. The argument that a raiyat who does not hold at a fixed rent or a fixed rate of rent will claim the right of transfer simply for the purpose of getting the rate fixed, is imaginary. The condition of the guzástádars in Behar amply shows that the raiyats' holdings at fixed rents for a long time have exercised the right without any difficulty and without any question, and are most prosperous as compared with other raiyats of Bengal and Behar. Had there been any ground for the apprehensions entertained by the hon'ble mover of the amendment, surely there would have been some facts brought forward in support of general propositions. I submit there is no ground for supposing on purely *à priori* reasoning that the power of transferability given to these raiyats will be misused by them."

The amendment was put and negatived.

The Hon'ble THE MAHÁRÁJÁ OF DUREBHUNGA by leave withdrew the amendment that in line 1 of section 18, the words "or rate of rent" and clause (b) be omitted.

The Hon'ble MR. GIBBON moved that in section 18, after the words "in perpetuity" the words "under a mukarrarí lease or a judicially declared title" be added; and to clause (b) of the section the following words be added:—"or on the ground that he has used the land comprised in his holding in a manner which renders it unfit for the purposes of the tenancy." He said:—"I will say at once that the whole effect of the section turns on the effect of the twenty years' presumption under which a raiyat can claim a right to hold at a fixed rent. My object is that only those tenancies of which the titles are admitted or decreed should come under the operation of the section. The section makes all tenants holding at fixed rents subject to the same rights as regards transfer. The practical effect of that is that, when a holding is transferred, notice of transfer would have to be served on the landlord in the same way as notice of transfer